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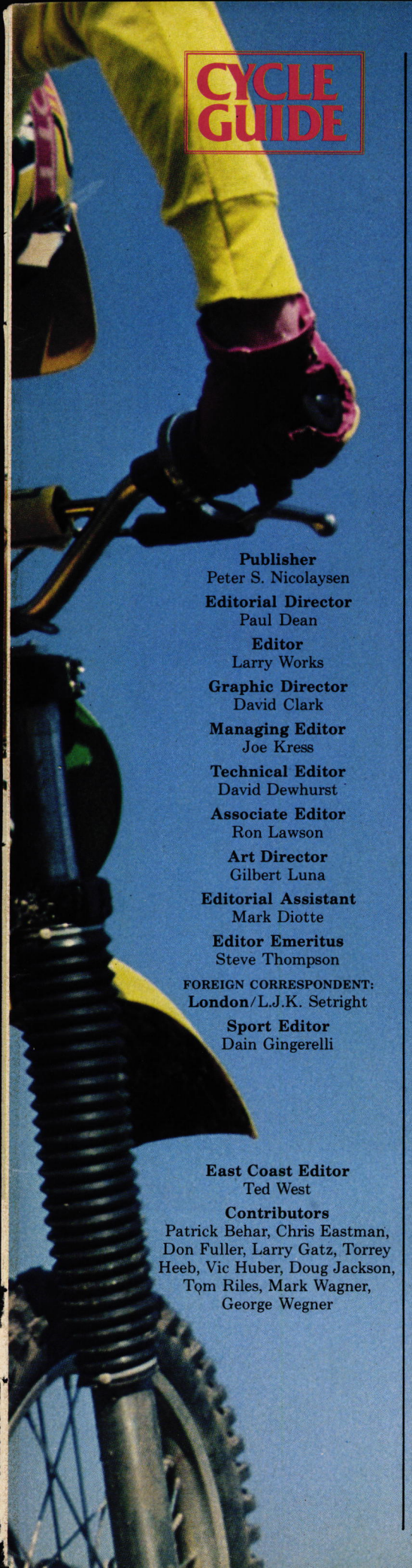

CYCLE GUIDE

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**ON THE COVER:**
Honda's vee-four engine, shot by Chris Eastman in available light, just before the dawn of a new motorcycle era.

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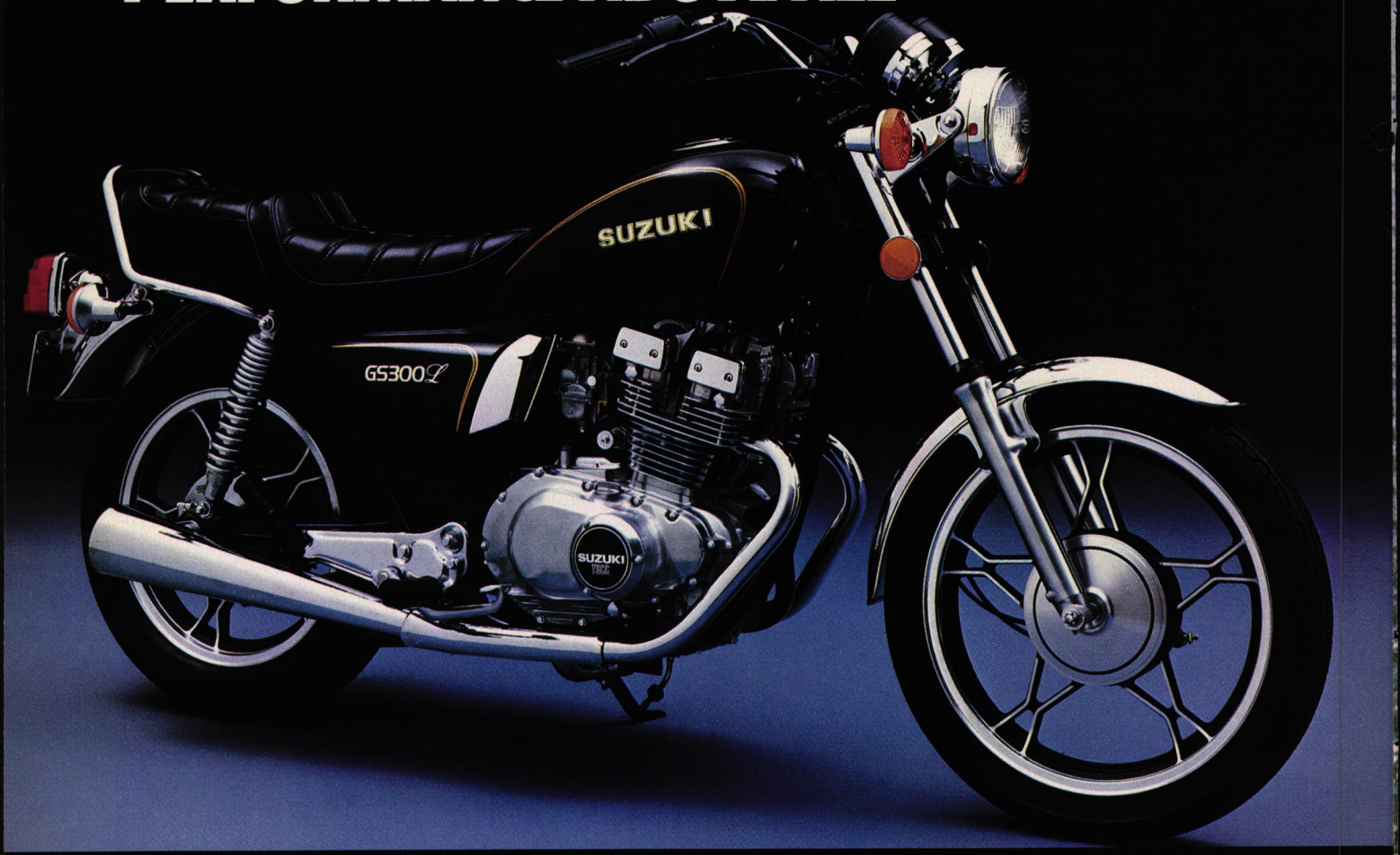


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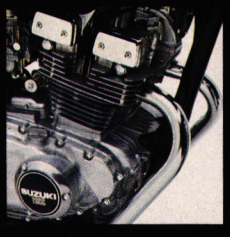
*The engine is a strong-running 4-stroke DOHC twin with crossover exhaust system. It features Suzuki's exclusive TSCC design for excellent power and fuel efficiency.*

*Custom touches include: New style mag-type wheels, comfortable low-stepped seat and a fat 16" rear tire.*

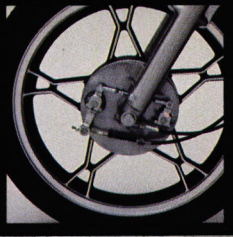
*All in all, the 1982 GS-300L is the ideal combination of style and economical performance.*

*TSCC 4-stroke engine: Potent 2-cylinder 8-valve design also features a gear-driven counterbalancer and transistorized ignition.*




*Convenience features: Include digital gear position indicator and electric starter.*

*New style mag-type wheels: A standard feature along with a fat 16" rear tire.*



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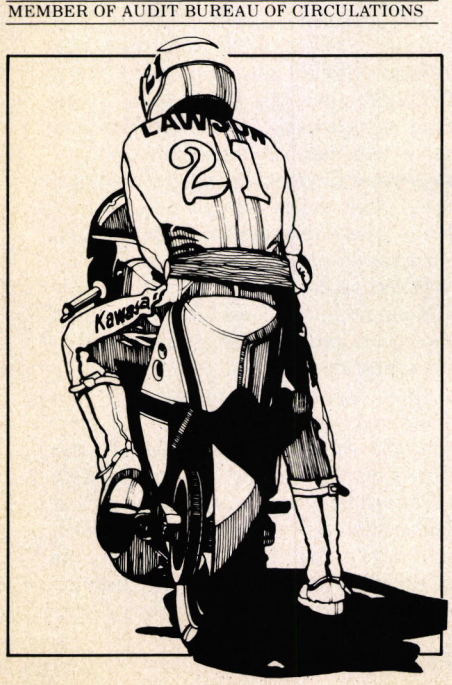


# CYCLE GUIDE'S CYCLE GUIDE

## OFF-ROAD

| MAKE & MODEL | TYPE* | ISSUE | ENGINE TYPE | WHEEL TRAVEL, IN. FRONT/REAR | WEIGHT, LBS | RAKE/TRAIL, DEGREES/INCHES | GEARS |
|---|---|---|---|---|---|---|---|
| Can-Am 250 MX-5-'79 | MX | Jan. '79 | Two-str. | 10.8/10.0 | 218 | 29.5/4.9 | 5 |
| Can-Am 250 Qualifier III-'80 | EN | Feb. '80 | Two-str. | 9.7/9.8 | 230 | 30.0/5.0 | 6 |
| Cam-Am 400 MX-6-'80 | MX | June '80 | Two-str. | 11.5/10.8 | 233 | 29.0/4.8 | 5 |
| Honda CR125R-'81 | MX | April '81 | Two-str. | 10.6/11.5 | 213 | 29.5/4.8 | 6 |
| Honda CR250R-'82 | MX | May '82 | Two-str. | 11.4/12.0 | 228 | 27.5/4.3 | 5 |
| Honda CR480R-'82 | MX | April '82 | Two-str. | 11.5/12.0 | 232 | 27.2/4.2 | 4 |
| Honda XR200R-'81 | EN | Sept. '81 | Four-str. | 9.0/10.2 | 228 | 28.4/4.9 | 6 |
| Honda XR500R-'82 | EN | Nov. '81 | Four-str. | 9.5/10.0 | 289 | 28.0/4.4 | 5 |
| Husqvarna 125CR-'80 | MX | Nov. '79 | Two-str. | 11.8/11.8 | 214 | 31.0/5.6 | 6 |
| Husqvarna 250WR-'82 | EN | June '82 | Two-str. | 10.6/10.7 | 236 | 30.0/6.0 | 6 |
| Husqvarna 420AXC-'80 | EN | Oct. '80 | Two-str. | 11.5/11.9 | 239 | 30.5/6.0 | 4 |
| Husqvarna 430CR-'82 | MX | Jan. '82 | Two-str. | 11.8/11.3 | 236 | 30.5/6.0 | 6 |
| Kawasaki KDX175-'81 | EN | Dec. '80 | Two-str. | 9.6/9.8 | 222 | 28.0/4.7 | 6 |
| Kawasaki KDX250-'81 | EN | July '81 | Two-str. | 9.9/11.0 | 248 | 28.0/4.7 | 6 |
| Kawasaki KX125-'81 | MX | Jan. '81 | Two-str. | 10.4/11.3 | 207 | 28.0/4.7 | 6 |
| Kawasaki KX250-'82 | MX | May '82 | Two-str. | 11.2/11.3 | 220 | 30.0/5.1 | 5 |
| Kawasaki KX420-'80 | MX | July '80 | Two-str. | 11.0/11.3 | 250 | 28.0/4.7 | 5 |
| Maico 400 MI-'80 | MX | April '80 | Two-str. | 12.3/12.0 | 233 | 28.0/4.9 | 5 |
| Maico 450 MI-'80 | MX | April '80 | Two-str. | 12.3/12.0 | 236 | 28.0/4.9 | 5 |
| Suzuki PE400-'81 | EN | Nov. '80 | Two-str. | 11.3/11.3 | 250 | 29.6/4.9 | 5 |
| Suzuki RM125-'81 | MX | June '81 | Two-str. | 10.8/11.7 | 205 | 29.5/4.8 | 6 |
| Suzuki RM250-'82 | MX | May '82 | Two-str. | 10.6/12.3 | 217 | 29.3/4.8 | 5 |
| Suzuki RM465-'82 | MX | April '82 | Two-str. | 10.8/12.0 | 234 | 29.3/4.8 | 4 |
| Yamaha Pro-Tec 600-'79 | MX | Nov. '79 | Four-str. | 10.5/10.1 | 262 | 27.0/4.3 | 5 |
| Yamaha TT250-'80 | TR | Aug. '80 | Four-str. | 8.8/7.5 | 242 | 28.5/4.7 | 5 |
| Yamaha YZ250-'82 | MX | May '82 | Two-str. | 11.0/11.0 | 235 | 27.5/4.7 | 5 |
| Yamaha IT465-'81 | EN | May '81 | Two-str. | 10.0/11.4 | 247 | 28.5/4.8 | 5 |
| Yamaha YZ490-'82 | MX | April '82 | Two-str. | 11.3/12.8 | 238 | 28.5/4.7 | 4 |

*DP=Dual Purpose, EN=Enduro, MX=Motocross, TL=Trials, TR=Trail

## STREET

| MAKE & MODEL | ISSUE | ENGINE TYPE* | QUARTER-MILE, SEC./MPH | TOP SPEED, MPH | WEIGHT, LBS | FUEL CONSUMPTION, MPG | STOPPING DISTANCE FROM 60 MPH, FT. |
|---|---|---|---|---|---|---|---|
| BMW R65 LS-'82 | April '82 | 2C/G | 14.15/92.4 | 110 | 417 | 35-50 | 138 |
| BMW R100RS-'81 | May '81 | 2C/G | 13.48/98.4 | 127 | 492 | 34-52 | 145 |
| BMW R100RT-'82 | May '82 | 2C/G | 13.86/95.1 | 122 | 523 | 35-50 | 148 |
| BMW R80 G/S-'81 | Nov. '81 | 2C/G | 14.07/92.3 | 105 | 405 | 36-54 | NA |
| H-D FXRS-'82 | Dec. '81 | 45-deg. 2D/F | 13.92/93.1 | 109 | 594 | 40-47 | 124 |
| H-D Tour Glide-'80 | Sept. '80 | 45-deg. 2D/F | 15.58/83.9 | 108 | 785 | 35-44 | 161 |
| Honda GL500 Interstate-'81 | Aug. '81 | 80-deg. 2E/G | 14.88/86.4 | 96 | 517 | 39-53 | 140 |
| Honda CX500 Turbo-'81 | Sept. '81 | 80-deg. 2E/G | NA | 136 | 549 | NA | NA |
| Honda CB750F-'81 | June '81 | 4A/F | 12.40/108.3 | 118 | 526 | 38-53 | 126 |
| Honda V45 Sabre-'82 | June '82 | 4D/G | 12.37/106.8 | 128 | 511 | 29-47 | 149 |
| Honda V45 Magna-'82 | June '82 | 4D/G | 12.34/105.9 | 129 | 507 | 30-46 | 124 |
| Honda Nighthawk 750-'82 | March '82 | 4A/F | 12.74/103.8 | 131 | 543 | 36-49 | 128 |
| Honda CB900F-'81 | July '81 | 4A/F | 12.21/111.1 | 141 | 547 | 41-47 | 130 |
| Honda GL1100A Aspencade-'82 | April '82 | 4C/G | 13.23/98.8 | 139 | 724 | 40-50 | 145 |
| Honda CBX-'81 | May '81 | 6A/F | 12.01/113.9 | 136 | 646 | 23-40 | 130 |
| Honda CB1100R-'81 | Nov. '81 | 4A/F | NA | 155 | 518 | 31-48 | NA |
| Kawasaki KZ440D-'81 | Feb. '81 | 2A/H | 14.59/89.1 | 107 | 383 | 56-64 | 135 |
| Kawasaki GPz550-'81 | Sept. '81 | 4A/F | 12.97/101.7 | 119 | 449 | 52-63 | 149 |
| Kawasaki KZ750-'81 | June '81 | 4A/F | 12.43/108.2 | 128 | 471 | 38-60 | 128 |
| Kawasaki KZ1000J-'81 | Feb. '81 | 4A/F | 11.62/116.3 | 130 | 521 | 30-51 | 135 |
| Kawasaki KZ1100A-'81 | April '81 | 4A/G | 11.62/117.6 | 142 | 559 | 38-44 | NA |
| Kawasaki KZ1100 Spectre-'82 | March '82 | 4A/G | 11.96/110.4 | 142 | 553 | 36-44 | 132 |
| Kawasaki GPz1100-'82 | May '82 | 4A/F | 11.33/119.4 | 137 | 534 | 35-48 | 127 |
| Suzuki GS550 Katana-'82 | Jan. '82 | 4A/F | NA | 103 | 420 | 41 | NA |
| Suzuki GS750E-'82 | Jan. '82 | 4A/F | 12.01/109.1 | 127 | 519 | 34-49 | 127 |
| Suzuki GS1000G-'80 | Aug. '80 | 4A/G | 12.34/110.8 | 139 | 564 | 30-51 | 141 |
| Suzuki GS1000S Katana-'81 | Dec. '81 | 4A/F | 11.40/118.7 | 141 | 525 | 33-51 | 129 |
| Suzuki GS1100E-'82 | May '82 | 4A/F | 11.20/119.3 | 141 | 228 | 37-49 | 132 |
| Suzuki GS1100 Twin Turbo-'81 | Oct. '81 | 4A/F | NA | 172 | 548 | NA | NA |
| Yamaha RD350LC-'80 | Dec. '80 | Two-str. 2/AF | 13.23/101.0 | 113 | 328 | NA | 126 |
| Yamaha XJ550R Seca-'81 | May '81 | 4A/F | 12.99/101.7 | 121 | 418 | 44-55 | 119 |
| Yamaha XJ650 Maxim I-'80 | June '80 | 4A/G | 12.60/107.4 | 120 | 453 | 40-54 | 128 |
| Yamaha XJ650-'80 | Nov. '80 | 4A/G | 13.19/102.4 | 125 | 476 | 43-44 | NA |
| Yamaha Seca 750-'81 | June '81 | 4A/G | 12.26/108.0 | 128 | 495 | 44-56 | 134 |
| Yamaha 750 Virago-'81 | March '81 | 75-deg. 2D/G | 13.28/99.8 | 105 | 481 | 47-51 | 132 |
| Yamaha XV920R-'82 | Feb. '82 | 75-deg. 2D/F | 13.10/100.4 | 112 | 509 | 37-51 | 128 |
| Yamaha 920 Virago-'82 | Feb. '82 | 75-deg. 2D/G | 12.94/101.6 | 108 | 514 | 36-49 | 134 |
| Yamaha XS1100L-'81 | Jan. '81 | 4A/G | 11.99/113.5 | 130 | 562 | 41-46 | 133 |

*A-Transverse Vertical, B-Vertical, (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, /F-Chain Final Drive, /G-Shaft Final Drive, /H-Belt Final Drive

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# Editorial

## By The Nose

*The course of high technology never runs cheap.*

• How would it sit with you if motorcycle design simply froze at 1982 levels? What would happen to your enthusiasm for motorcycling if you knew for a fact that today's bikes were not going to get any better—or even different—not only for the forseeable future but for 10, 20 or even 30 years down the road?

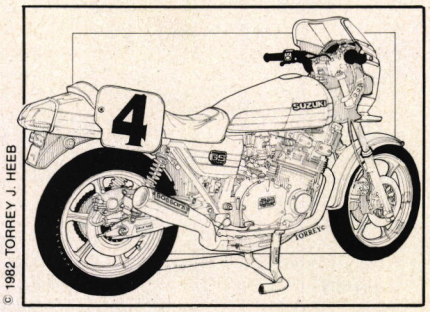
The situation is unthinkable, isn't it? No, it's unrealistic, even ludicrous, but it's one kind of solution to a modern-day problem. The malaise is a contagion of product-liability lawsuits.

In order to diagnose the condition, you have to put the situation in perspective. By world standards, U.S. product-liability law is Bedlam. And recent liberal interpretation of that law by the courts has turned the keys of the asylum over to the inmates. No other country has so completely turned its back on the individual's assumed risk in participating in certain activities—like motorcycling.

This proliferation of legal action has clogged the court system and raised the cost of almost everything you can buy, from doorknobs to can-openers, but it's particularly pernicious in an area like motorcycling. There, skill in operation is required, and any machine failure—or failure in the rider's judgment—can have immediate consequences. It poses an interesting dilemma in the design of motorcycles, too, since any improvement in the product has been interpreted to mean that the prior product, sold before the improvement was commercially available or even invented, is by nature faulty.

Consider the hypothetical case of a motorcycle manufacturer who has some new safety device that he's just developed. For the sake of argument, call it a headlamp that improves the rider's ability to see at night fivefold, increases the bike's frontal conspicuity likewise, all without causing problems for oncoming traffic. A wonderlight that lasts indefinitely and only adds $100 to the cost of the bike. After meeting not only federal motor vehicle safety standards and satisfying the individual requirements of 50 different states, the light goes on as standard equipment. Then the madness begins.

Since the previous models sold by that manufacturer didn't have the wonderlight, all of those bikes must have been rolling black-stars on the highway, totally invisible to oncoming traffic and posing insurmountable difficulties for the rider



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himself, since he obviously couldn't see where he was going. By making the existing model better, then, the manufacturer has, in one swift motion, made all the bikes sold before patently unsafe. And open to suit.

At least, that's what the trial lawyers will argue.

The problems continue if the manufacturer doesn't—or can't—apply the wonderlight technology to every bike in the line. Now, an additional $100 can be absorbed in the cost of a high-dollar flagship motorcycle a lot more easily than it can in the price for an entry-level 125cc streetbike where price might be the buyer's major consideration, but the question of cost is no defense against product liability. To even consider cost is to beg the question, "You mean that the safety of 125cc riders wasn't worth a little less profit?" And the question will be asked. In court. Add to that the fact that when manufacturer A produces the wonderlight, manufacturer B will have to answer why all of his bikes didn't include adequate lighting, and you've got a tangle of Catch-22s that seem like they were designed to put a lid on new technology.

It's an even more difficult problem, because product liability cannot be condemned out of hand. In theory, anyway, it's beneficial. No one wants manufacturers to be free to sell shoddy, unsafe merchandise, not even the manufacturers themselves. And in a techno-intensive area like motorcyling, where the technology might surpass the individual rider's ability to understand everything that happens when he thwacks open the throttle on his shiny new turbo, *caveat emptor* just isn't enough. But the situation has gotten out of hand. The vision of corporate giants pawning off substandard bikes to line their deep pockets with a dollar more profit is simply too appealing to too many.

The light at the end of this tunnel is a little dim for motorcycling. Revisions in the law, like putting a 10-year limit on product liability, will help, but the motorcycle industry itself is aimed in a risky direction. As the number of motorcyclists increases—a condition devoutly to be wished by the bike-sellers—the ranks of motorcyclists will be filled with more and more first-time riders. Accolytes who won't understand that pushing a literbike through a high-speed bend is inherently less safe than sitting in a lawnchair. People who, the numbers show, will end up looking for someone to pay for their mishaps on those "unsafe" motorcycles.

All of which leads some people to the conclusion that the safest way to handle the problem is to let lawyers design motorcycles. In fact, popular sentiment in some circles is that they already do, leading motorcycle design around by the nose through the Scylla and Charybdis that product liability has become.

That notion has to be viewed as utter air-headedness. The condition of motorcycling denys it daily. If hyper-cautious legal panels *were* seated behind every drafting table in every motorcycle design studio, half of the motorcycles you can buy today never would have seen the neon light of a showroom floor. You'd be buying jacked-up 1970 technology wrapped in 1982 paint. Either that, or your choices in new technology would be limited to self-retracting sidestands, breakaway handlebars and airbags.

But you're not limited thusly. The hardware you can buy right now was beyond anyone's ability to predict just a few short years ago. Better brakes, anti-dive suspensions, better lighting—and more pure performance than the nay-sayers ever thought would happen. Which means that somewhere right now, suits are being filed—and fought—in court. And since the cost of addressing those suits far exceeds the cost of filing them, motorcycle companies invest considerable time and money in court. It's the cost of doing business these days.

And, those costs having been built into the system, you're investing in court time, too, with every moto-dollar that you put down on the counter. The cost isn't cheap—some estimates place it as high or higher than the cost of warranty for each motorcycle. But it's a lot cheaper than the alternative—letting motorcycle technology stagnate.

*—Larry Works*

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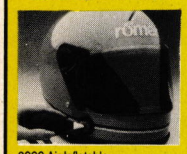

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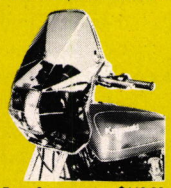

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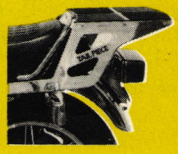

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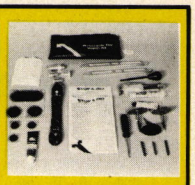

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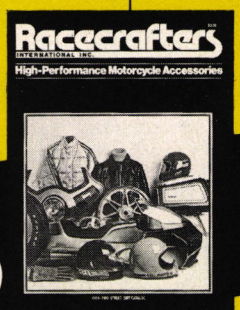


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# Thompson at Large

## Savvy and the Squab

*Revelations from the man who came to dinner.*

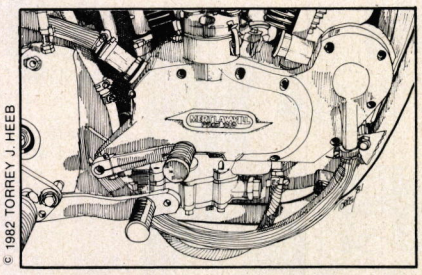
• Squab marinated in raspberry vinegar is not normally associated with mind-changing conversations, especially where the role of government in motorcycling is concerned. Usually this requires coffee black enough to use for roofing purposes or large quantities of amber-colored liquid. Still, as I shredded the pathetic carcass of the squab in a classically Californian Volvo/Quiche/John Anderson/Hot Tub section of Berkeley with an economics professor from the school on the hill, I discovered that my mind was being changed. It slowly dawned on me that it wasn't due to the subtly weird taste of the raspberry vinegar, but to the startling views of the economist, who, between attacks on his enormous Alaskan crab, explained why motorcycling has *not* been the subject of much gummint interference.

"Motorcyclists are a pretty savvy bunch," he smiled as he crunched crableg. "Not much information asymmetry in their pursuits." As he genteelly munched, I struggled with the stringy bird and pondered his heretical statements. *We* have not been subjected to too much from the government? We who have endured Claybrook speedos, noise and emissions regulations that added useless weight and complexity to our beloved devices? We who have clustered behind the quaking walls of our siege mentality, defying the torch-bearing villagers who hurl invective and worse at us?

That's right, at least according to this chap, whose credentials suggest that he knows whereof he speaks. His job being to aid the Feds in determining when an industry needs some regulation, he ought well to understand the problems and processes of the game. And he doesn't think ours is terribly in need of much refereeing by the polyester-clad legions of Washington.

If he's right, we ought all to relax a bit. We ought all to stop blaming the Feds so much. And, of course, we ought to be glad that our "information asymmetry" isn't high enough to alert the regu-troops. As I rode down the coast the next day, those thoughts came to me. But they left me uneasy. Finally I figured out why.

The key to this economist's involvement with industry and those using the industry is how great the gap is between customer and manufacturer, at least in understanding of the product which binds them together. As the products we desire



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and they build grow more sophisticated, so too does the likelihood grow that the user will not be able fully or even partly to judge the quality, value or potential danger of a product—hence the need for a socially responsible government to step in and lay some performance standards (*not* design standards) on the manufacturers. Almost everybody except those who imagine that the only roles of government are in toting the mail and guarding the coast agree that such action is, alas, necessary, given the tendency of manufacturers to maximize profits, sometimes at the expense of quality and safety. The argument usually is over how much regulation on the behalf of the information-poor users there ought to be. The gent at dinner had, to what should have been my and any other motorcyclist's relief, casually opined that we as a group were relatively close to our toy-builders in canny quotient, so we didn't need the questionable services of Bureaucracy. Or at least, not much.

Here's the part that fouled it all up. Berkeley wasn't just the town in which we dined; it was also where I was educated, in more ways than the folks at the University provided. When I worked at University Cycle Center, I ran smack into the very information asymmetry the prof had spoken of. And it wasn't pretty. It was the foolhardy bravado of the frat boys buying our Bonnevilles without a clue how to work them, desperately seeking to look cool after forking over the cash but wobbling and crazily wheelieing straight into disaster. It was old curmudgeons on Ducatis asserting that *they*, not the parts book, damn well knew the real story with that gearbox. And on and on. There's no better eye-opener for understanding the soft underbelly of our game than being on the other side of the counter at a bike dealership. And what this education taught me was that a lot of people knew very little about their machinery, no matter how they boasted to themselves and their pals that the facts were otherwise.

Since then, almost 20 years ago, a lot has changed for us, and it's a good thing. The Gummint stepped in and told us all our bikes would have standard controls. The people screamed, "Get the Government off our bikes!" and there was much handwringing. Manufacturers grumbled and passed the costs of retooling on to us. And yet I believe we are better off today for it; every time I climb aboard my right-shift Commando Production Racer, I wince to recall the rainy Sunday in England when I shifted the wrong pedal while passing into third place.

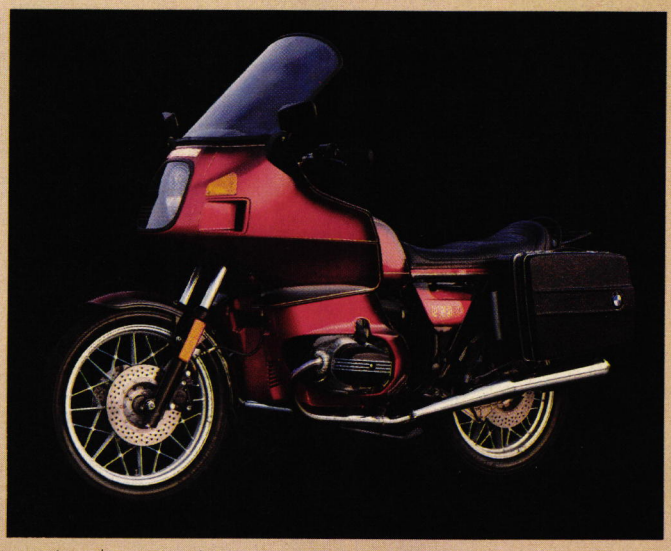
During the same period, our machinery has grown ever more complex; who would have dared 20 years ago to imagine that a guy in 1982 America actually could buy a turbocharged, fuel-injected, liquid-cooled, shaft-driven, electronically monitored motorcycle? A motorcycle not simply complicated but fast enough to humiliate all but any Funny Car that might have wandered from the dragstrip, fuel-efficient enough to humble any turbocar and yet docile enough even for a frat boy to ride? This awesome explosion of available technology has come close to future-shocking us all; but because the dealer network has been able to keep its people trained and because the motorcycle magazines of today work hard to minimize the gap of understanding, our cumulative information asymmetry is probably no worse today than in 1965. But none of this is what made me uneasy, or was the subject of my changed mind.

*Staying* savvy is the problem, if not for us, then for our kids. A man who believes that what one can build another can understand is well on the way to being able to rely on himself to know any device. But everything in our society, from product liability judgments to government regulation, encourages passivity on the part of the consumer. Technical articles in magazines can't help this much, nor can the Feds. To me, the only way to reverse the trend is to introduce technological understanding into formal schooling; to educate not just moto-consumers but Everykid about How Things Work. And what makes me uneasy about that is that it bucks everything I think I know about our educational systems.

Still, there is hope, because I thought I understood how They viewed Us, too—and look what a squab did to *that* illusion.

*—Steve Thompson*

# IF OTHER MOTORCYCLES WERE BUILT LIKE THIS THEY'D BE EXPENSIVE TOO.



For every motorcycle BMW carefully builds, Suzuki cranks out 45. Yamaha turns out 68. And Honda, a startling 86.

The reason for BMW's strikingly limited production? A passion for extraordinary engineering and hand craftsmanship that high-speed assembly-line techniques simply cannot satisfy.

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And according to the NADA's motorcycle handbook, BMW's also retain a higher percentage of their original purchase price than any other motorcycle.

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# Techspeak

## Choosing Tires

*Do it by the numbers.*

• Selecting a replacement tire is one of the most critical and difficult decisions you'll have to make regarding your motorcycle. The choice is critical because it affects the way your bike feels and handles. The decision is made difficult by a complex and confusing system of sizing and rating for motorcycle tires. The recently introduced metric sizings have only compounded the problem, so now more than ever, it's important to understand what *all* the numbers and letters on the side of a tire mean.

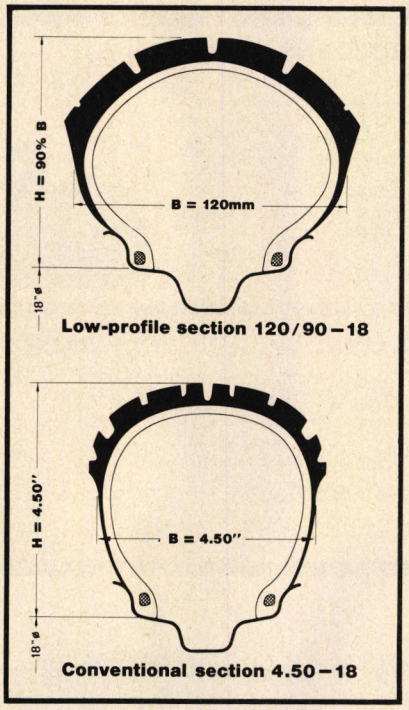
Probably the easiest number to understand is the final one in the sizing group—this refers to the rim diameter the tire is designed to fit. This measurement is given in inches and is normally between 16 and 21 for most modern motorcycles.

In front of the rim-diameter number you'll find a three-digit number, again given in inches. This is the cross-sectional width of the tire. Typical sizes might be 2.75 or 4.00 inches, but don't think that this measurement represents the overall fitted width of the tire. This number is just the section width, which is the external distance between the sidewalls of the tire. What that doesn't include is any lettering, ribs or tread that might overhang the sidewall.

Tire companies also have a tendency to round out section-width numbers so they fit into easily recognizable size categories. So, while a tire might measure 4.10 inches across its sidewalls, it might be listed as a 4.50-section tire. It's therefore important to use section-width numbers only as a rough guide. If tire width is critical because of a narrow swingarm or fender, you should refer to the tire manufacturer's service data, which will list the tire's overall width. Unlike the sizes marked on the tire's sidewall, the overall width measurement includes any tread or lettering that extends beyond the sidewall.

An increasing number of tires now use a five-digit number, like 120/90, in place of the familiar three-digit section-width number. This is the new metric measurement for low-profile tires—tires with a section width greater than their height. The first three numbers, in this example 120, refer to the tire's section width in millimeters. The final two numbers, in this case 90, give the tire's aspect ratio—its section height as a percentage of its section width. Therefore, our 120/90 example tire is 120mm wide and 90 percent of 120mm, or 108mm, tall.

Section height has a considerable effect on a tire's overall diameter, a measurement that isn't printed on the sidewall of the tire but one you should look up in the manufacturer's technical data. It will have a strong influence over the way your bike performs. Different-diameter tires will change a bike's overall gearing, and this can be used to your advantage, especially if you have a shaft-driven bike that can't have its ratio easily changed.




It's important to remember that by changing tire diameters you will alter the clearance between the tire and fender, as well as altering the bike's steering geometry and the amount of ground clearance. All these variables need plugging into the tire-sizing equation.

Also, consider the speeds at which you intend to ride the bike, because that too will have an effect on your choice. Tires are rated according to their ability to withstand sustained high speed while loaded. There are four main speed rating, indicated on the tire by a single letter. On metric tires the letter appears as the final suffix in the sizing information, while tires measured in inches have the speed-rating letter located between the tire width and rim diameter.

The lowest speed rating, for use up to 93 mph, isn't really a letter at all, but a dash line (–). For continuous speeds up to 112 mph a tire gets an S-rating, while the letter H designates a tire capable of sustained use up to 130 mph. The final rating is for speeds in excess of 130 mph, and this is shown by the letter V.

But remember that these speed ratings only mean that a tire can sustain a given speed without damage; the ratings do not give any indication of how well the tire performs in high-speed turns or under heavy braking or acceleration. In fact, speed rating is checked in a laboratory by running a loaded tire against a high-speed rotating drum. So, don't assume that a higher speed rating will provide superior performance on the street.

More meaningful information can be gained from the Load Index number (LI) used on metric tires. LI numbers range from zero to 79 and are printed between the tire's size and its speed rating. The load index shows the maximum weight each tire can carry at its maximum inflation pressure. Again, you'll have to refer to the tire manufacturer's manual to find what each LI number represents. A zero LI number specifies a maximum load of 99 pounds, and a 79 LI number means that a tire can carry 964 pounds. But remember, the LI rating is the *maximum* load under *maximum* inflation pressure. If you intend to use less than the maximum pressure, something you might do for reasons of comfort, the tire's load rating will be lower.

Some companies also suggest a lower speed rating for their tubeless tires if those tires are fitted with a tube. So it's important not only to choose the right-sized tire, but also one that is intended for either tubeless or tube-type applications.

Finally, you should note any directional arrows on the sidewalls. Not all tires have this marking, but if they do, the tire should be installed so that it rotates in the proper direction. If the tire is mounted backward, the tread layer might separate from the carcass during hard use.

Now that you know what all the tire markings mean you should be able to make a much wiser choice when a replacement is needed. The decision will be just as critical as it ever was, but hopefully it won't be quite as difficult.

*—David Dewhurst*

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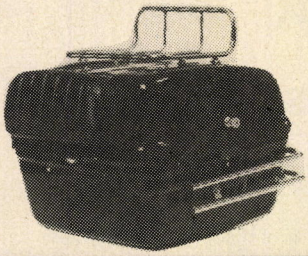

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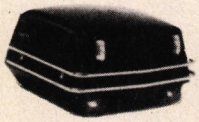
Rotationally molded with ABS lids and side panels. Trunk measures 14" high by 25" wide by 21" long. Built in stop-taillights.

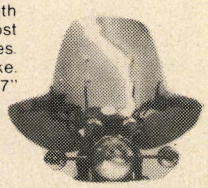
**$114.95**



## FAIRING STYLE WINDSHIELD

Fairing style windshield with universal mounts to fit most major model motorcycles. Available in clear or smoke. Measures 38¾" wide by 27" high.

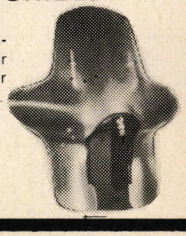
**$39.95** Clear
**$44.95** Smoke



## "JARDINE TYPE SHIELD"

Another Mfg's Closeout. **LIMITED SUPPLY.** Distributor couldn't buy so we did. Never again an offer like this one.

**$45.00**



## TRAVELER FAIRING

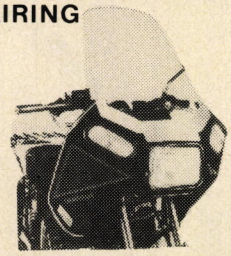
Full size frame mount fairing. Comes complete with windshield, mount, headlight, and turnsignals. Black or White. ABS plastic. Dash for radio, speaker or gauges.

**$249.99**

## GOLDENSTATE FAIRING

Innovative fairing with a quality and styling of its own. Square headlight, locking covers, leading edge lights. Available in black only. Price includes shield and mount. Measures 25½" wide. Shield is 21" tall.

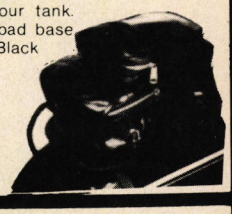
**$199.99**



## OLYMPIC TANK BAGS

Durable, polyurethane. Measures 13½ x 9½ x 8½ and has pad to protect your tank. Detachable from pad base for easy carrying. Black

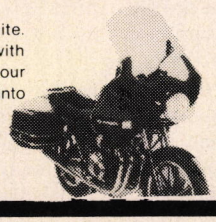
**$18.95**



## TOP QUALITY FRAME MOUNT FAIRING

Available in black or white. ABS plastic. Complete with shield and mount. Install your headlight and turnsignals into this fairing.

**$149.95**



## CONNECTICUT CYCLE RACK

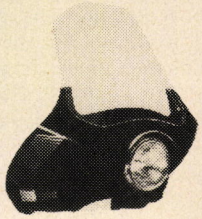
Beautifully chrome plated luggage rack with square tube chrome top. Backrest adjustable with naugahyde pad.

**$49.95 Rack**

## SPIRIT FAIRING

Similar to Eliminator II Calafia Fairing. Complete with shield and mount. Headlight and side reflectors, locking storage compartments. Black or White.

**$149.99**



## SOUND SYSTEMS

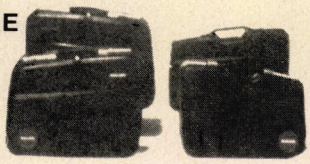
For frame mount fairings includes housing/speakers/antenna/grills. State model of fairing you are fitting.

**$49.95**

## OLYMPIC LUGGAGE

Similar to Krauser in style, shape, design and quality yet lower in price.

**$189.95** Luggage
**$ 30.95** Mounts



## KRAUSER LUGGAGE

| | |
|---|---|
| Star Set (40 liters) | **$259.99** |
| Starlett (25 liters) | **$159.99** |
| Mounts | **$ 30.99** |
| Travel Trunk | **$159.99** |

## DUNLOP SPORT ELITE K291S TUBELESS

It's V rated, and DOT approved. The tread pattern on the Sport Elite provides smooth rolling, positive traction, and reduces "squirm". Low profile, wide footprint and stiff sidewalls insure exceptional cornering. A center rib on the Sport Elite front enhances tread life and assures precise braking.

| | | | |
|---|---|---|---|
| 130/90V-17 | (510-17) | Rear | **67.99** |
| 120/80V-18 | (425-18) | Rear | **62.99** |
| 130/80V | (510-18) | Rear | **69.99** |
| 140/80V-18 | | Rear | **75.99** |
| 100/90V-19 | (325-19) | Front | **56.99** |
| 110-90V-19 | (350-19) | Front | **59.99** |

## DUNLOP TOURING ELITE K291T TUBELESS

It's H rated. H-sustained speeds up to 130 mph. It has belted construction for stability, long mileage, and heavy load carrying capacity.

| | | | |
|---|---|---|---|
| MT90H-16 | (510-16) | Rear | **64.99** |
| MT90H-17 | (510-17) | Rear | **60.99** |
| MP90H-18 | (425-18) | Rear | **56.99** |
| MM90H-19 | (325-19) | Front | **51.99** |
| MN90H-19 | (350-19) | Front | **54.99** |

## DUNLOP K81 TT100 TUBELESS/TUBED

The most copied tire in the world. Performance is more than skin deep. Featuring the original trigonic (semitriangular) profile, the K81 provides full tread traction surface, even at 45 degree angle leans.

| | | | |
|---|---|---|---|
| 360H-18 | **40.99** | 360H-19 | **43.99** |
| 410H-18 | **47.99** | 410H-19 | **48.99** |
| 425/85H-18 | **50.99** | | |

## DUNLOP K181 TUBELESS/REAR

Designed to deliver K81 performance but with more rubber on the road straight up.

| | | | |
|---|---|---|---|
| 120/90V-16 | (460-16) | Rear | **51.99** |
| 120/90V-16 | (460-16) RWL | Rear | **62.99** |
| MT90-16 | (510-16) | Rear | **58.99** |
| MT90-16 | (510-16) RWL | Rear | **67.99** |
| 130/90V-17 | (510-17) | Rear | **56.99** |
| 130/90V-17 | (510-17) RWL | Rear | **69.99** |
| 120/80V-18 | (425-18) | Rear | **52.99** |
| 120/80V-18 | (425-28) RWL | Rear | **64.99** |
| 130/90V-18 | (510-18) | Rear | **58.99** |
| 130/90V-18 | (510-18) RWL | Rear | **72.99** |
| 100/90V-18 | (410-18) | Front | **43.99** |
| 100/90V18 | (410-18) RWL | Front | **53.99** |
| 90/90V-19 | (325-19) | Front | **45.99** |
| 100/90V-19 | (410-19) | Front | **56.99** |
| 100/90V-19 | (410-19) RWL | Front | **48.99** |

## DUNLOP K127 TUBELESS REAR

The K127 rear tire is designed for the high performance standards of the big bore superbikes.

| | | | |
|---|---|---|---|
| 460S-16 | | Rear | **49.99** |
| 130/90H-16 | (510-16) RWL | Rear | **63.99** |
| M130/90-16 | (510-16) RWL | Rear | **71.99** |
| M140/90-16 | RWL | Rear | **75.99** |
| 130/90H-17 | (510-17) | | **65.99** |
| 400H-18 | | | **58.99** |
| 425V-18 | | | **67.99** |
| 130/90V-18 | (510-18) | | **68.25** |

## DUNLOP F11 TUBELESS FRONT

A perfect match with the K127 rear, the F11 is compounded for carcass rigidity.

| | | | |
|---|---|---|---|
| 350S-18 | | Front | **39.99** |
| M120/90-18 | RWL | Front | **60.99** |
| 325H-19 | | Front | **48.99** |
| 350V-19 | | Front | **55.99** |
| 110/90H-19 | (350-19) | Front | **54.99** |
| M110/90-19 | (350-19) RWL | Front | **60.99** |

ad expires on publication of next issue.

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# CHAPARRAL DISCOUNT CYCLE SUPPLY

## THE SPIDER FAIRING

"Cafe" your bike with this new item. Available in smoke and has universal mounts to fit most model motorcycles.

**$19.99**

## UNPAINTED 1/4 CAFE FAIRING

Cafe fairing comes unpainted with smoke shield. Made from ABS plastic and universal mounts to fit all popular motorcycles.
square and round headlight

**$29.99**

## QT FAIRING

This QT Fairing is molded from plastic and available in black or white and comes with smoke shield. Universal mounts to fit all popular motorcycles.

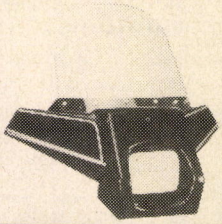
square and round headlight

**$69.95**

## ROADRUNNER SPORT FAIRING

A Calafia design for the sport touring and performance motorcycles. Made of ABS plastic and can be mounted on round or square headlighted motorcycles. Black or white available.

**$89.95**



## BIG BORE KITS BY WISECO

| | |
|---|---|
| Suz GS750 844cc kit | **$149.99** |
| Kaw KZ1000 1075cc kit | **$149.99** |
| Yam XS1100 1196cc kit | **$149.99** |
| Hon CB900F 985cc kit | **$173.99** |

More models available. Discount prices.

## UNPAINTED QT FAIRING

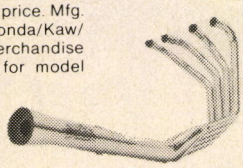
This QT fairing is molded from ABS plastic and comes unpainted with smoke shield and universal brackets. Fits all popular motorcycles.
square and round headlight

**$44.99**

## CHROME COLLECTOR EXHAUSTS

WOW-Check this price. Mfg. close out sale. Honda/Kaw/Yam/BMW. All merchandise 1st quality. Ask for model information.

**$39.95**



## SUPERBIKE FILTERS

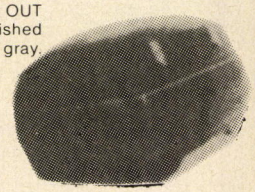
State model when ordering.
Examples of some models:

| | |
|---|---|
| CB900, KZ750/4, GS1000 | **$22.99** |
| Z1, KZ900, KZ1000 | **$19.99** |
| CB750's | **$19.99** |
| RD250/350/400 | **$ 9.99** |

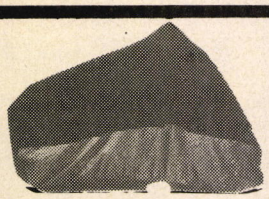
## FACTORY TRAVEL TRUNK

Replica of the factory Yamaha accessory trunk. This is a MOVE 'EM OUT PRICE. Assorted finished from primer to black to gray. Hurry for this one.

**$42.95**



Measures 13" h x 20" l x 16" w



## DOW CYCLE COVERS

| | |
|---|---|
| X45 Standard – no accessories | **$29.99** |
| X50 Deluxe – windshield backrest | **$35.99** |
| X100 Full Dress – fairings, bags, trunk | **42.99** |
| X40 Fairing Cover – Fairing Only | **$26.99** |

## ROAD RIDER PEGS

The latest footpad for comfort. Clamps onto your crash bar in minutes. 1" Clamp Mount.

**$ 5.99**

## DRIVING LIGHTS

Just what is needed to add light while traveling at night. These project a long elliptical beam pattern.

**$32.99 Clear with black snap cover**
**$16.99 Clear without cover**

## DIRT BIKE EXPANSION CHAMBERS

Can you believe this CLOSE OUT PRICE? Ask for what models available. Limited supply. 1st quality pipes to replace your worn out muffler.

**$19.95**

## NGK SPARK PLUGS

| | | | |
|---|---|---|---|
| Gold EV, HV | **3.29** | Box of 4 | **12.99** |
| ES, HS, H, S | **1.09** | Box of 10 | **9.99** |
| Resistor | **1.49** | Box of 10 | **12.99** |

## REPLACEMENT WINDSHIELDS

Windshields to fit all popular frame mount fairings. Available in clear drilled to fit each model fairing.

**$20.95 Standard Height**
**$25.95 Tall Height**
**$ 2.95 Plastic Screw Kit**

### CONTINENTAL TIRES
### CONTINENTAL K112 REAR TIRE

The Continental K112 rear tire is built to transmit brute power of today's superbikes to the road.

| | | | |
|---|---|---|---|
| MT90S-16 | Rear | Tube-type | **59.99** |
| 4.50 H 17 | Rear | Tube-type | **58.99** |
| 3.50 H 18 | Rear | Tube-type | **48.99** |
| 4.00 H 18 | Rear | Tube-type | **54.99** |
| 4.25/85 H 18 | Rear | Tube-type | **56.99** |
| 120/90 H 18 (510/80 H 18) | Rear | Tube-type | **57.99** |
| MT90S 16T | Rear | Tubeless | **65.99** |
| 4.50 H 17 | Rear | Tubeless | **64.99** |
| 4.00 H 18 | Rear | Tubeless | **60.99** |
| 4.25/85 H 18 | Rear | Tubeless | **62.99** |

### CONTINENTAL RB2 FRONT TIRE

Conti RB2 front tires are built for the tremendous braking forces of twin disc brakes.

| | | | |
|---|---|---|---|
| 3.00 S 18 | Front | Tube-type | **37.99** |
| 3.25 H 18 | Front | Tube-type | **42.99** |
| 3.50 H 18 | Front | Tube-type | **46.99** |
| 3.25 H 19 | Front | Tube-type | **47.99** |
| 3.50 H 19 | Front | Tube-type | **50.99** |
| 3.25 H 19 | Front | Tubeless | **51.99** |
| **3.50 H 19** | **Front** | **Tubeless** | **54.99** |
| 3.25 V 19 | Front | Tubeless | **54.99** |
| 3.50 V 19 | Front | Tubeless | **57.99** |

### MICHELIN TIRES MICHELIN M48

The M48 is designed for use on large displacement "Superbikes".

| | |
|---|---|
| 130/90 V-17 | **63.99** |
| 130/90 V-17 T/L | **70.99** |
| 130/90 V-18 | **63.99** |

### MICHELIN M45

| | |
|---|---|
| 350 H 18 | **47.99** |
| 350 V 18 | **53.99** |
| 400 H 18 | **50.99** |
| 400 H 18 T/L | **56.99** |
| 350 H 19 | **48.99** |
| 350 V 19 | **54.99** |
| 425/85 V 18 | **56.99** |

Other models available. Be sure to ask.

### DUNLOP K87 TUBED REAR

The rounded profile of the K87 rear provides excellent traction straight up or cornering. Grip slots and full depth center groove enhance rainy day control.

| | | |
|---|---|---|
| MT90-16 | (510-16) | Rear—**49.99** |
| 450H-17 | | Rear—**44.99** |
| 350S-18 | | Rear—**36.99** |
| 400H-18 | | Rear—**46.99** |

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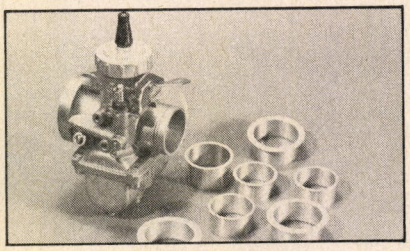
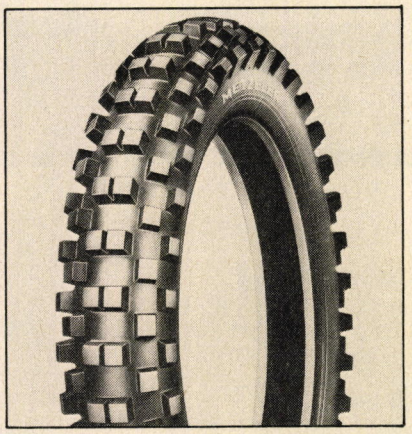
# Motomart

*Touring on the buyway.*

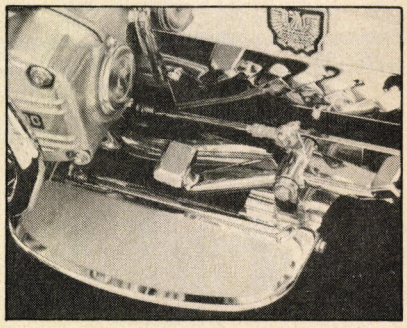
**Vari-Flo**: Whether your bike is designed for track, trail or trials use, its power characteristics probably limit the different types of riding you can do. That's why Krause Racing has developed the Vari-Flo Carburetor System. The Vari-Flo kit consists of different-sized Power Sleeves that insert into the mouth of your bike's carb once it has been true-bored by Krause. The idea is to use small Power sleeves for more low end, and larger sleeves (or no sleeve at all) to tune for power on top. Krause will modify any circular-bore carb, and kit prices start at $89.95. Contact Krause Racing, Dept. CG, 305 East North Avenue, Northlake, Illinois 60104; (312) 344-2233 for more details.





**Sand Blaster**: The newest addition to Metzeler's line of off-road rubber is the 5.10-18 MX, a tire designed for penetration in loam and sand. To do this, the 5.10-18 employs small, widely spaced knobs, and the new-formula rubber compound has a high structural strength for longer wear. The 12.7 pound tire is of four-ply nylon construction and can be obtained through most motorcycle dealerships.

**Floorplay:** Custom Dressers now offers chrome-plated floorboards for Gold Wing riders who like to keep their feet firmly planted. Instead of the rubber pads found on most floorboards, the Custom Dressers boards have a No-Slip metal-knurl pattern that offers sound footing, wet or dry. The kit includes a heel-toe shift mechanism that mounts with bronze bushings. The complete floorboard package sells for $195 and comes with a money-back guarantee from Custom Dressers, Dept. CG, 2702 South High Avenue, Oklahoma City, Oklahoma 73129; (405) 672-7564.




Think about DG STREET PERFORMANCE when you plan to improve your bike. Every exhaust system DG makes reflects the DG enthusiasm for fast efficient riding machines. Test results are followed by grueling street riding. Bolt the best DG hardware on your bike.

DG STREET HEADERS are available for '82:

SUZUKI: GS450Z; GS550LZ, MZ; GS750TZ, EZ; GS850GZ, GLZ; GS1100EZ, GZ, GLZ.
KAWASAKI: GPZ550, 750, 1100; KZ1300.
YAMAHA: MAXIM 550, 650, 750, 1100; VIRAGO 750, 920; SECA 550, 650, 750; VISION 550.
HONDA: CB450, 650, 750; NIGHTHAWK; 500 SILVERWING; CB750F, 900F; CBX; V45 SABRE; V45 MAGNA.
BMW: Stock replacement mufflers, headpipes, 2-1 Header System (Kalguard Black).

That's a DG Header.

For more information:
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DG STREET PERFORMANCE
1230 La Loma Circle, Anaheim, CA 92806

# PACK UP ALL YOUR GEAR AND GO!

Exciting innovation from Malcolm Smith! You've been waiting for a soft luggage system that delivers unmatched quality, style and performance, along with unsurpassed durability. And here it is.

**Malcolm Smith's SofSystem.** Fashioned from Ballistics nylon for your ride. Much tougher than ordinary cordura bags, offering an amazing resistance to dirt & grime. And a shape holding design second to none. Utterly light in weight with quik-click on/off feature. Just one look will tell you it's been worth the wait. And here are the star components!

Tankbag $89.95

Saddlebags $149.95/pr.

**Saddlebags.** Measuring 15" x 7" x 12", SofSaddles offer lots of storage without bulk. Features Fastex Buckles, two-way zipper, expandable zippered inner pocket and handy outside lid compartment. Easy-on/off design. Optional Early Warning™ waterproof rain covers.

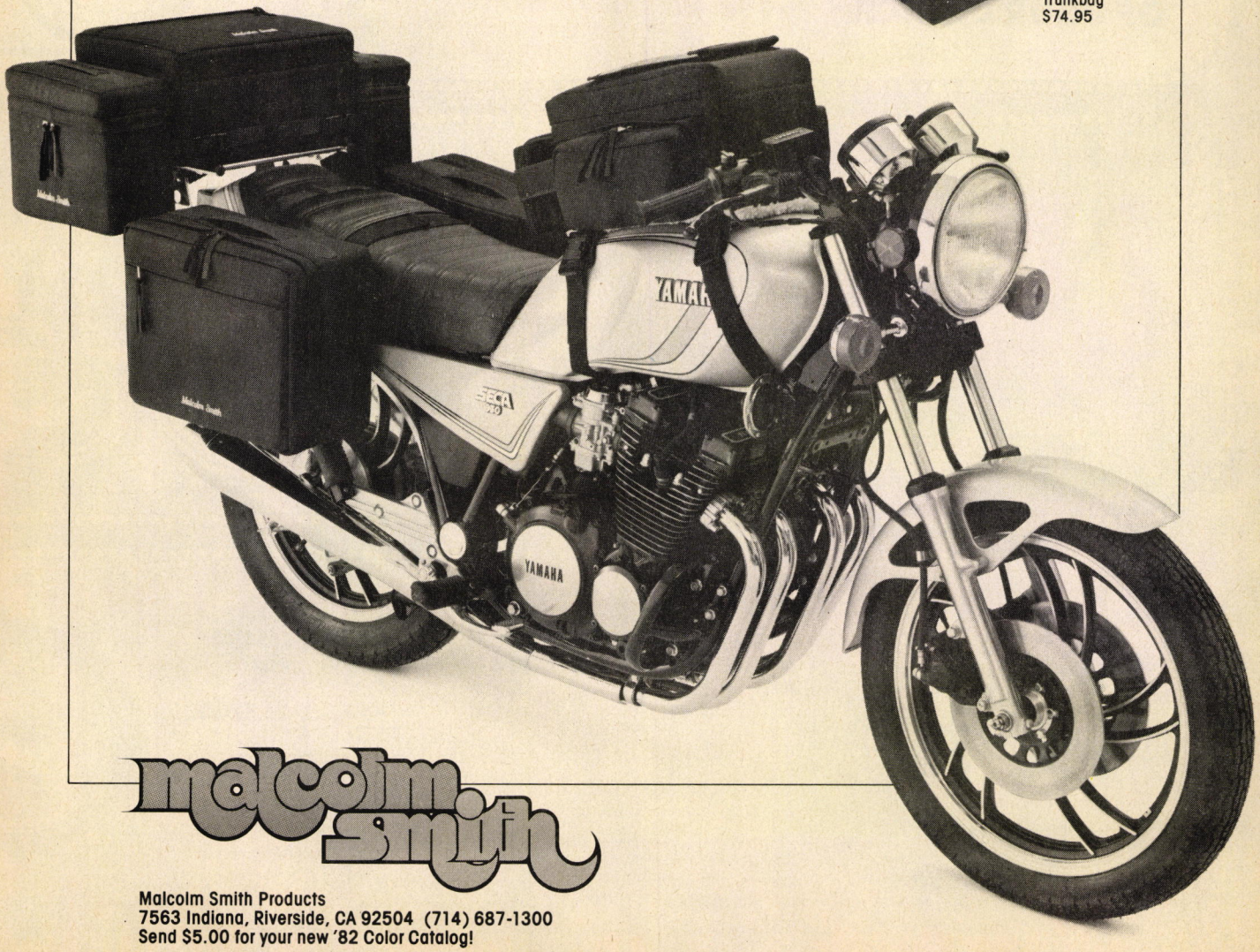
**Trunkbag.** 12" x 15" x 7" For those riders who need room to spare. Designed to fit virtually any luggage rack & will also attach easily behind a backrest. Optional Early Warning™ waterproof rain cover. Two-way zipper and Fastex buckles.

**Overnighters.** 12" x 9" x 5" Need even more room for your gear? Overnighters are just the answer. Attach in seconds to the Trunkbag for high capacity storage. Large Early Warning™ waterproof cover option protects Overnighters and Trunkbag combination. Two-way zippers.

**Tankbag.** Super high-capacity, a must for one-day or week long rides. Large main compartment holds shape and plenty of valuables. Side compartments are useful for camera gear and detachable rear pouch is perfect for wallet or film. Extra-large detachable map compartment. Fleece lined bottom, two-way zippers and Fastex buckles. Optional Early Warning™ waterproof rain cover. The all-new SofSystem from Malcolm Smith. You just knew Malcolm would do it right!

Overnighter $79.95 pr.

Trunkbag $74.95

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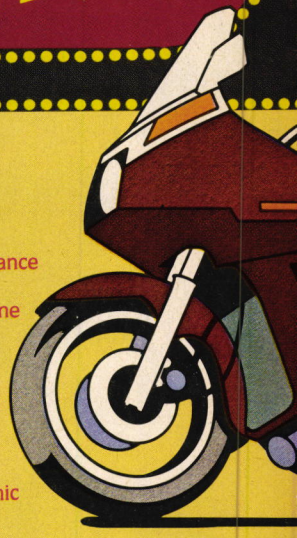
★ **HONDA GL1100I INTERSTATE** The original "Complete Tourer" that's become an over-the-road legend in its own time. A combination of performance, comfort and factory-designed touring equipment that no other brand can match.

★ **SUZUKI GS1100E** Absolutely the finest all-around performance motorcycle ever built. Unbelievable power, incredible handling, incomparable versatility and unquestionable reliability—all on the same machine!

★ **KAWASAKI GPz1100** So exciting that it can make your blood boil just looking at it. And its fuel-injected, eleven-second high performance makes it even more thrilling to ride.

★ **YAMAHA XV920 VIRAGO** The perfect "mean streets" cruiser: a thunderous vee-twin engine, shaft drive, high-tech electronic instrumentation and looks that turn heads everywhere you ride.



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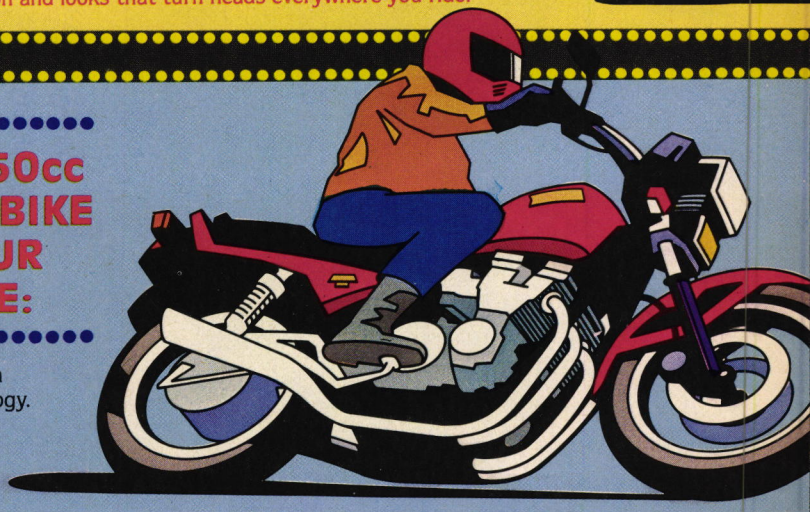
**THE 750cc SPORTBIKE OF YOUR CHOICE:**

★ **HONDA V45 SABRE** The vee-four that has rewritten the entire book on 750-class performance and engine technology.

★ **SUZUKI GS750E** The power and handling of a real racebike, yet with the comfort and durability of a first-rate tourer.



OR YOU MAY WIN ONE OF

## 9 SECOND PRIZES

**YOUR CHOICE OF:**

### MOTOCROSSER

★ **HONDA CR250R** Developed by "the Man," Roger De Coster himself.

★ **HUSQVARNA 250 CR** With the suspension that makes molehills out of motocross mountains.

★ **SUZUKI RM250** It can win anytime, anywhere and against any bike—and probably will.

### ENDURO

★ **KAWASAKI KDX175** The best friend an enduro rider could have.

★ **SUZUKI PE175** Razor-sharp steering and Full Floater suspension give it Gold-Medal potential.

★ **YAMAHA IT250** The enduro bike that thinks it's also a motocrosser.

### STREET LIGHTWEIGHT

★ **HONDA CM450C CUSTOM** Smooth, swift and super- stylish.

★ **KAWASAKI KZ440 LTD BELT DRIVE** Its final drive is as efficient as a chain, as maintenance-free as a shaft.

★ **SUZUKI GS450T** Big-bike looks and performance in a light and economical package.

★ **YAMAHA 400 SECA** An all-new engine and the flashiest styling ever in its class.

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No Entry Fee!

All Prizes Will Be Awarded

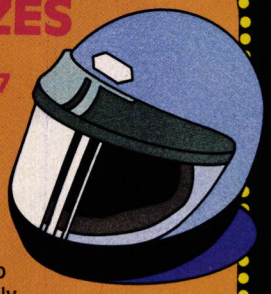
●●● One Entry gives you 187 Chances to WIN one of 187 total Prizes—Worth over $35,000! ●●●

**CYCLE GUIDE invites you to enter this ALL NEW BIG 12-BIKE GIVEAWAY.** You may ride away on the **SUPERBIKE** of your dreams. Or you may win one of 186 other great prizes—including Sportbikes, Motocrossers, Enduros, Street Lightweights. With a total of 12 bikes to be given away, you have 12 chances to **WIN** that special motorcycle you've always wanted. **SEND YOUR ENTRY TODAY!** And if you like, you may subscribe to CYCLE GUIDE for less than 42¢ an issue. Even though you don't have to buy a thing to enter, we want you to know about CYCLE GUIDE's **LOWEST POSSIBLE PRICE**—

●● 12 ISSUES OF CYCLE GUIDE FOR $4.99—HALF PRICE ●●

Whether you order or not is up to you, but either way send in your **$35,000 BIG 12-BIKE GIVEAWAY ENTRY TODAY.**
It could make you the proud owner of one of these great motorcycles.

## 25 THIRD PRIZES



**★SHOEI S27 HELMETS**— A light and comfortable full-face helmet with combination visor and flip-up faceshield. Highly resistant to impact, heat and the effects of weathering.

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**★STYLE AUTO CARRERA WIND-BREAKER**— Super lightweight, waterproof Cire jacket offers total freedom of movement plus warmth.

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★ **KAWASAKI KZ750** Achieving high performance the "smart" way—through simplicity, efficiency and light weight.

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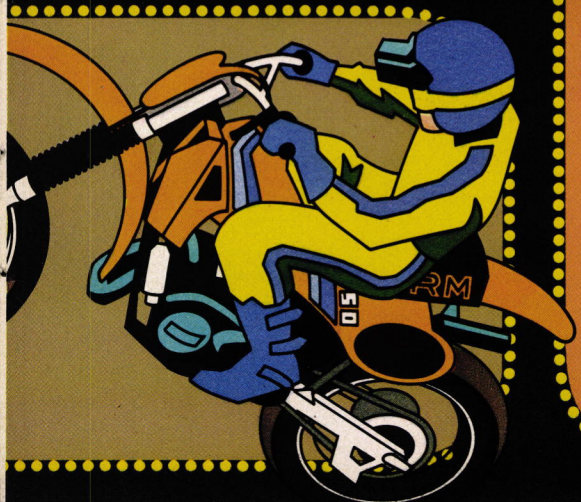

## OFFICIAL GIVEAWAY RULES

1. NO PURCHASE NECESSARY! Use the enclosed card to enter or write CYCLE GUIDE for an Entry Card.

2. Drawing will be held under supervision of an independent Certified Public Accountant. Decisions of the Judges are final. Winners will be notified by mail within 30 days of Drawing.

3. All entries must be postmarked by October 31, 1982 and received by November 12, 1982 to be eligible for Giveaway Drawing.

4. You may win one of a total of 187 prizes—1 Grand Prize, 2 First Prizes, 9 Second Prizes, 25 Third Prizes, 50 Fourth Prizes, and 100 Fifth Prizes. All are guaranteed to be awarded.

5. Only 1 Major Prize per household. Substitution only upon mutual agreement of prize winner and participating dealer for motorcycle of equal value.

6. **CYCLE GUIDE'S ALL NEW $35,000 BIG 12-BIKE GIVEAWAY** is open to Residents of the United States. All Federal, State and Local laws apply; void where prohibited. Employees of Cycle Guide Publications, Inc, their families and their respective agencies and affiliates are not eligible.

7. A list of major prize winners will be available after January 1, 1983.

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AND IF YOU CHOOSE, ORDER 12 ISSUES OF CYCLE GUIDE FOR $4.99— HALF PRICE.

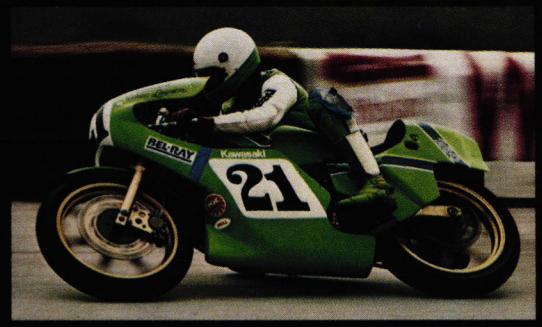
Just fill-in the **SUPERBIKE** of your choice on your Official Entry Form, check "Yes" or "No," complete and return it today.

# WE TOOK ONE THREAD FROM OUR BELT AND HUNG OUR REPUTATION ON IT.

When you've got a reputation for being tough, you've got to be ready to put it on the line. That's just what we did with the new 1982 Kawasaki KZ440 LTD Belt Drive.

The Belt's tough. So tough that just one of its Kevlar® aramid fiber strands supports this 373-pound KZ440 LTD. And if a single strand can take that kind of strain, just think how strong a series of them are. Strong enough to have driven Eddie Lawson and his Works KR250 to a second consecutive AMA GP Championship. And strong enough to last as long as a conventional system, while providing clean, smooth, low-maintenance running.

The Belt's so strong, we've added three brand-new Belt Drive bikes to our lineup. For '82, a new KZ440 sports bike will be wearing the Belt. So will a pair of high-style, low-riding street cruisers, the KZ305 CSR and the KZ250 CSR. They're all built with the kind of rugged, no-nonsense engineering that's given Kawasaki the reputation for being reliable as well as fast.

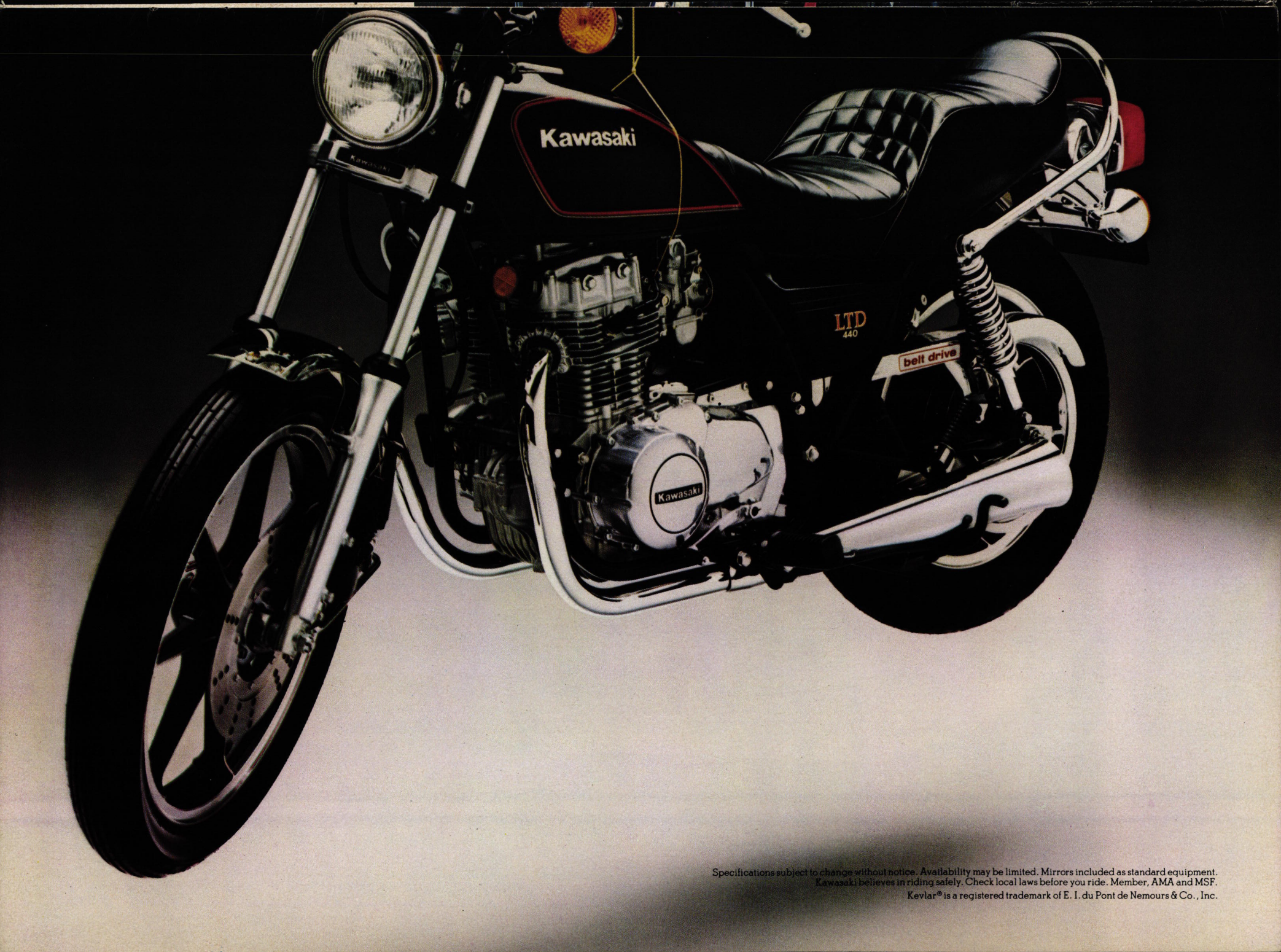



For a look at the tough 1982 Kawasaki Belt Drives, visit your local dealer today.

When you choose your next bike, remember who put its reputation on the line. And supported it.

**Kawasaki**

Let the good times roll.

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# GUIDE LINES

*Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts*

BY DAVID DEWHURST

## COMING SOON

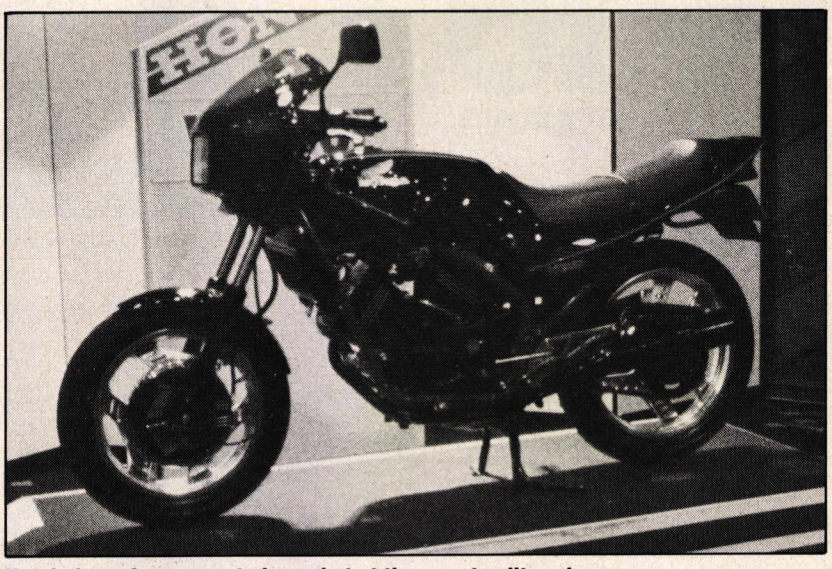
• Only a month after the Rumors column told you about the sighting of a prototype **vee-twin 250** Honda, the factory made a surprise announcement of the bike to its Japanese dealers. Center stage at the Tokyo preview was a wooden mock-up of the VT250, which will be **on sale** in Europe by the middle of the year. And just as our informant told us, the VT250 has an all-new liquid-cooled tandem vee-twin motor with a **90-degree** spread between its cylinders. But unlike its bigger brother, the 750cc V45, the 250 has its front cylinder angled up almost 45 degrees from horizontal. The **VT250** also uses a chain final drive in its sporting-styled chassis. All frame tubes are finished in bright red, with all the bodywork, including a tiny handlebar **fairing**, finished in black. And to set the bike off, the VT250 has a bright red seat. If you're more interested in what she'll do rather than how she looks, Honda's designers have some interesting news. The VT motor is claimed to rev to **11,500 rpm** to produce its 35 horsepower. Which, according to Honda officials, is enough to make the new 250 faster than Yamaha's **RD250LC** two-stroke.

The Honda should handle and stop well, too, thanks to **Pro-Link** suspension in the rear and Honda's patented enclosed front discs. Two front disc rotors are **enclosed** in a drum-brake-like hub that keeps them free of water to improve wet-weather braking.

If you're wondering when you can ride down to your local Honda dealer and buy this exciting new **screamer**, we're not really sure. American Honda says it has no plans to import the 250 to these shores. But that could mean that the **larger-capacity** vee-twin we rumored back in April will be imported here instead.

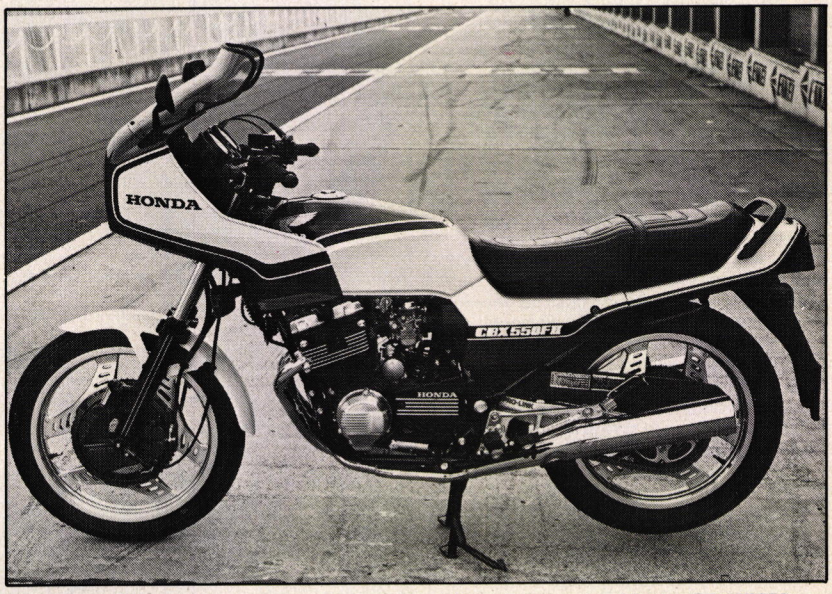
• While you're thinking about a sporty mid-sized Honda, stop for a moment and look at the **CBX550**. This little inline four has been available in Europe and Japan for a year and now we believe it's headed our way. Honda definitely is going to have a 550 in its lineup **for '83** and if it's not a larger version of the VT250, it must be the little CBX.

Like the Euro-only CBX400 we showed you back in February's Coming Soon, the 550 version has an air-cooled transverse **four-cylinder** motor with its exhaust pipes criss-crossing in front of the cylinders. The bike actually displaces 573cc, with a bore of 59.2mm and a stroke of 52mm. Like the VT250, the CBX550 has **Pro-Link rear** suspension and enclosed front discs. The CBX also sports a lot of red paint, but panels of white on the tank and **half fairing** give the 550 a distinctive look.



**Honda launches a vee-twin rocket at the quarter-liter class**

*Rumors turn into fact at a recent Tokyo dealer show.*




**After all but deserting the class it invented, Honda is back with the CBX550F2**

*Back in Europe, that is.*

• Honda also has introduced the CB125T **Super Dream** in Europe. Aimed at learner riders restricted to 125cc machines, the Super Dream offers plenty of **big-bike** features including Pro-Link suspension and disc brakes. The overhead-cam twin-cylinder motor doesn't have big-bike power, but its **12 hp** is all that's allowed by law for learner riders in England.

• **Triumph** Meriden has just launched its **four-valve**-per-cylinder 750TSS Bonneville. Based on the old two-valve motor, the TSS is claimed to produce 20 percent **more power** than any previous Bonneville. A stronger crank—that's also planned for use in future two-valve motors—is claimed to reduce the motor's **vibration** and has allowed Triumph to mount the powerplant

*Continued*

# TONY'S TIRE TIPS

Tip no. **10**

**TOURING**

**Tony Mills,** Motorcycle Tire Development Manager Dunlop Tire Company

**Q.** **I plan on taking plenty of extended vacations on my big new Honda Gold Wing Aspencade. What tires are best for full load cross country touring.**

**A.** "Long Distance touring is very demanding on tires. The size and weight of the bike combined with your touring gear creates a great deal of friction. To lower your rate of treadwear and increase mileage, your rear tire should feature bias-belted construction and a resilient compound in the tread.

An advantage of bias-belted touring tires is their inclination to resist tread squirm, and that adds up to better mileage.

Keep in mind that while touring, sometimes you can't avoid riding in the rain. That's when you need a tire that really grips the pavement.

And, you'll also want a front tire that's compatible with your rear tire. Look for a design that will give you positive steering and stability at highway speeds.

Dunlop has recently introduced the Touring Elite, the most advanced touring tire Dunlop has ever built . . . a tire designed to answer the needs of touring riders like yourself.

The Touring Elite rear features belted construction for stability, and long mileage. High strength rayon body ply cords provide greater load carrying capacity.* A continuous water shedding transverse-groove design forms diagonal tread blocks across the whole footprint; sipes and aquajets further improve wet traction; and a low, wide profile lays down maximum rubber on the road.

The Touring Elite front is the ideal match to the Touring Elite rear with an offset center groove pattern for precise steering and controlled braking. It also features aggressive shoulder blocks for stable cornering, and aquajets and water shedding sipes for confident rainy day riding.

One final feature: the diagonal tread block of the Touring Elite provides the necessary measure of steering control to minimize the discomforting effects of problems created by — rain-groove "wiggle" and steel bridge "shakes".

*NOTE: Inflate your Touring Elite rear tire to a minimum of 36 PSI...for medium to heavy loads use 40 PSI.

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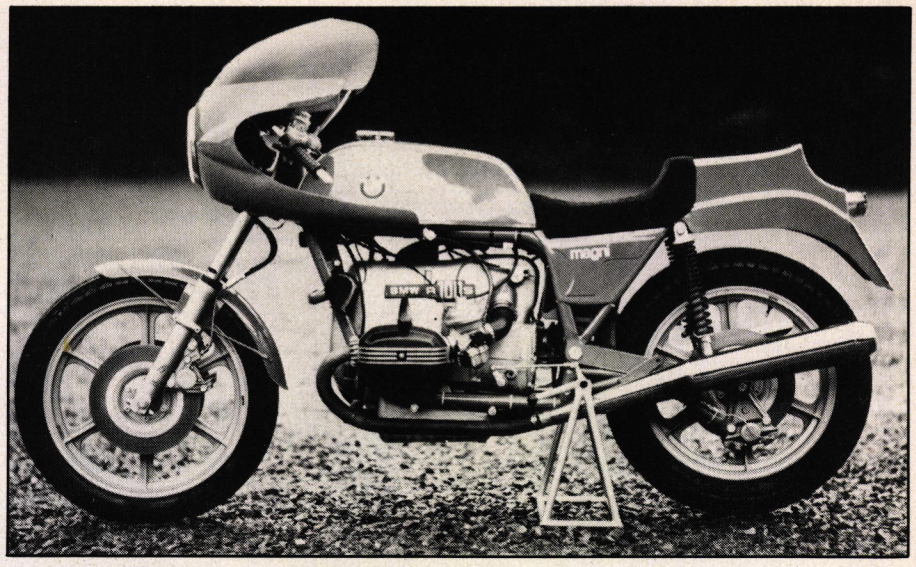
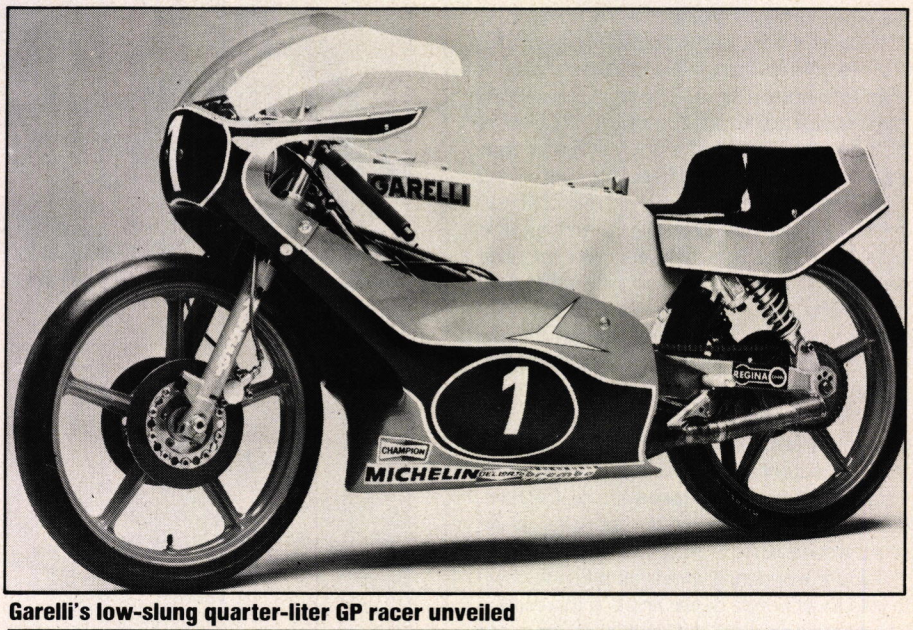
**More cycles ride on Dunlop than any other tire in the world.**



**An Italian-framed Beemer for the café-racing crowd**

*Striking clean lines from the man who managed MV Agusta racing.*

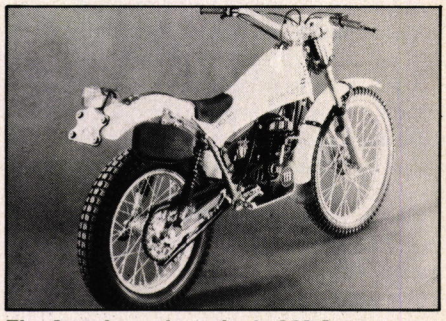



**Garelli's low-slung quarter-liter GP racer unveiled**

*A 125cc twin that revs to 14,600 rpm and screams along at 142 mph.*

**Montesa's updated 200 trialer**

*More than just a Cota white paint.*



**The American champion's 348 Cota**

*A way to win trials without error.*

without rubber insulators.

• Not far away, in Andover, **Norton-Villiers-Triumph** is on the verge of launching its Wankel-motored model. The **1200cc rotary** is almost certain to go on sale in 1983. One of the first customers might be British **police** departments, which are testing the bike to judge its suitability as a BMW replacement.

• It's hard to imagine a **BMW** being built anywhere but Germany, but that's just what former **MV Agusta** team manager Arturo Magni is doing. Taking the basic R100 motor, Magni fabricates a complete **chassis** that includes Marzocchi suspension and Brembo discs. There's

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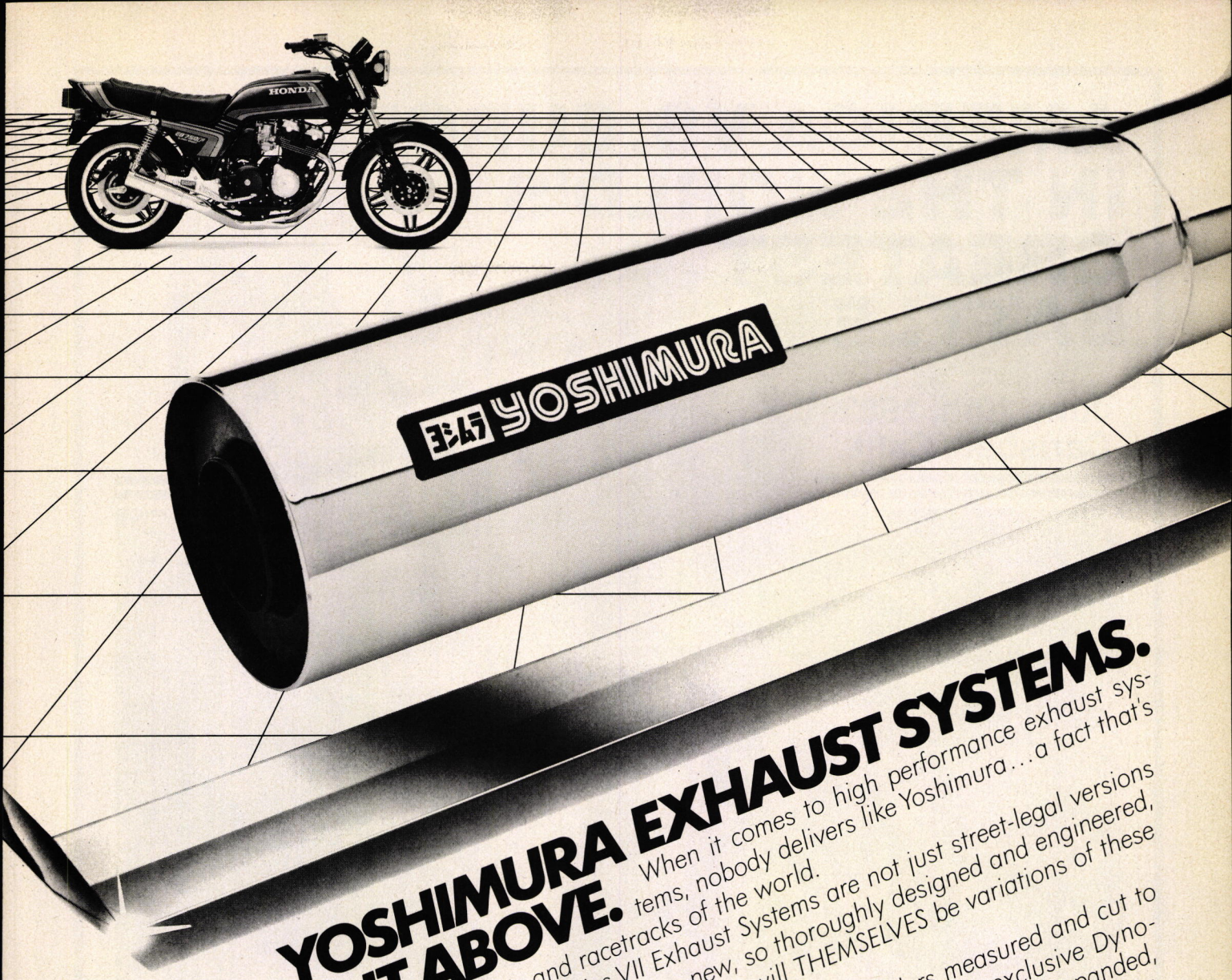


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The all-new Yoshimura Series VII Exhaust Systems are not just street-legal versions of our Superbike racing pipes. They are so new, so thoroughly designed and engineered, that our U.S. and European Race Team exhausts will THEMSELVES be variations of these blistering hot street pipes.

Just how trick are they? Check this out. Equi-length headers measured and cut to the hundredth of an inch. Smooth, precision-bent curves. Yoshimura's exclusive Dyno-Flow collector for the smoothest blending of exhaust impulses. And our special expanded, twin-swirl, all-metal baffle (competition baffles also available) with no fiberglass packing to ever replace. Series VII Exhaust Systems are available in either the all-new reflective-black Kal-Gard finish, or our brilliant durable chrome.

For a proven exhaust system that's a cut above, get the competitive edge, get a new Yoshimura Series VII. All Yoshimura Series VII exhausts are $195 Black and $210 Chrome. Send $4 for our new 1982 Catalog, $7.50 for a T-shirt (red or white, + $1.25 for shipping, California residents add 6% tax, sizes S-M-L-XL) to: Yoshimura Research and Development of America, 4555 Carter Ct., Chino, CA 91710. Visa and MasterCard accepted. (714) 628-4722. Telex 182956. Eastern Distributor: Yoshimura East, 26 Industrial Road, West Milford, NJ 07480. (201) 728-1770.

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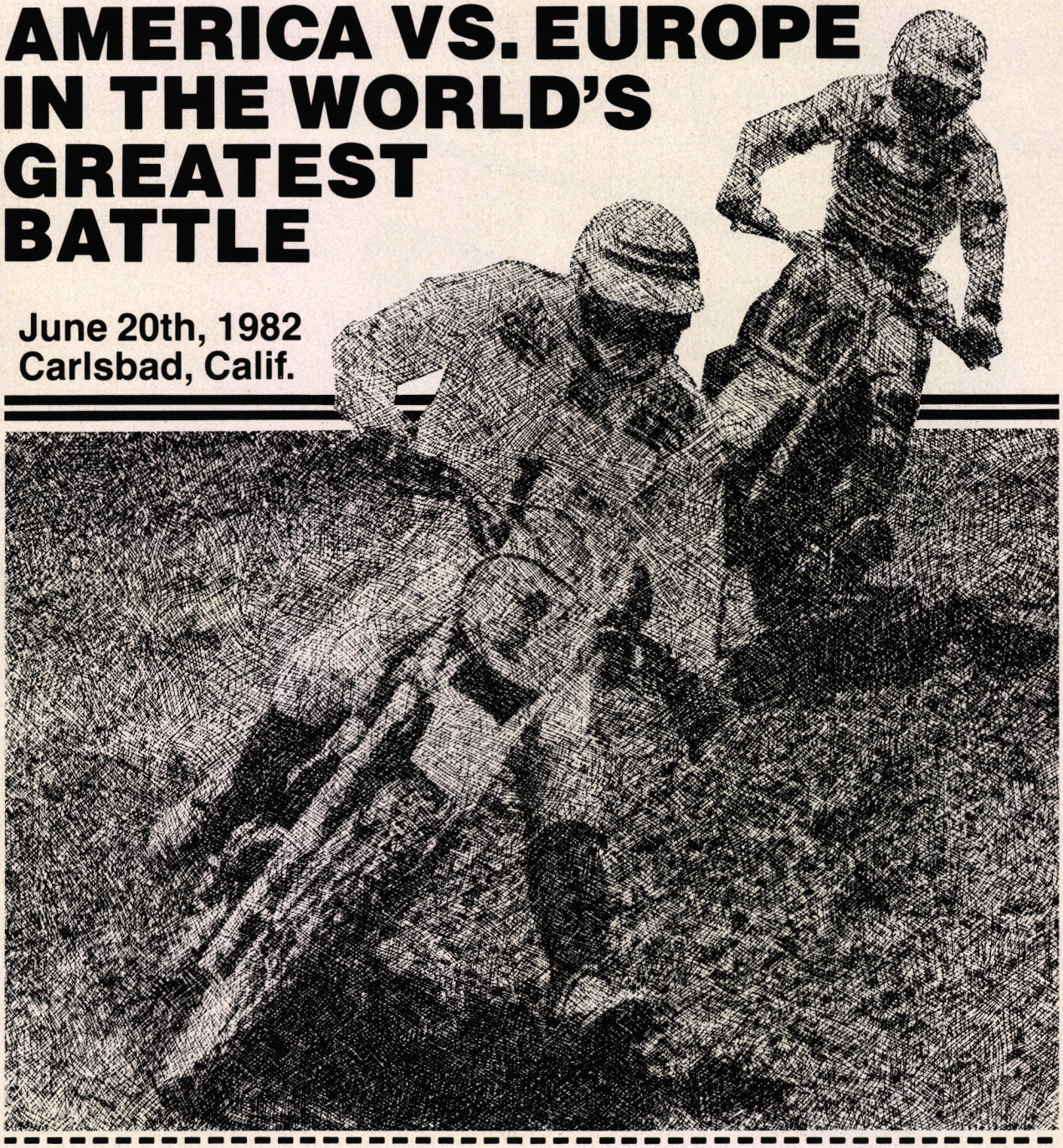

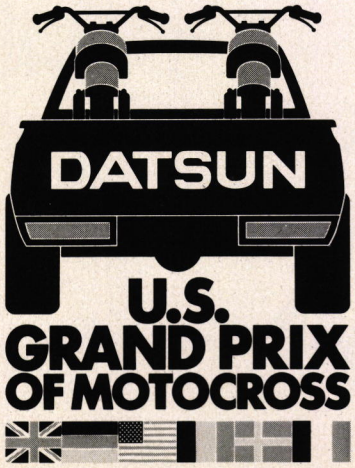


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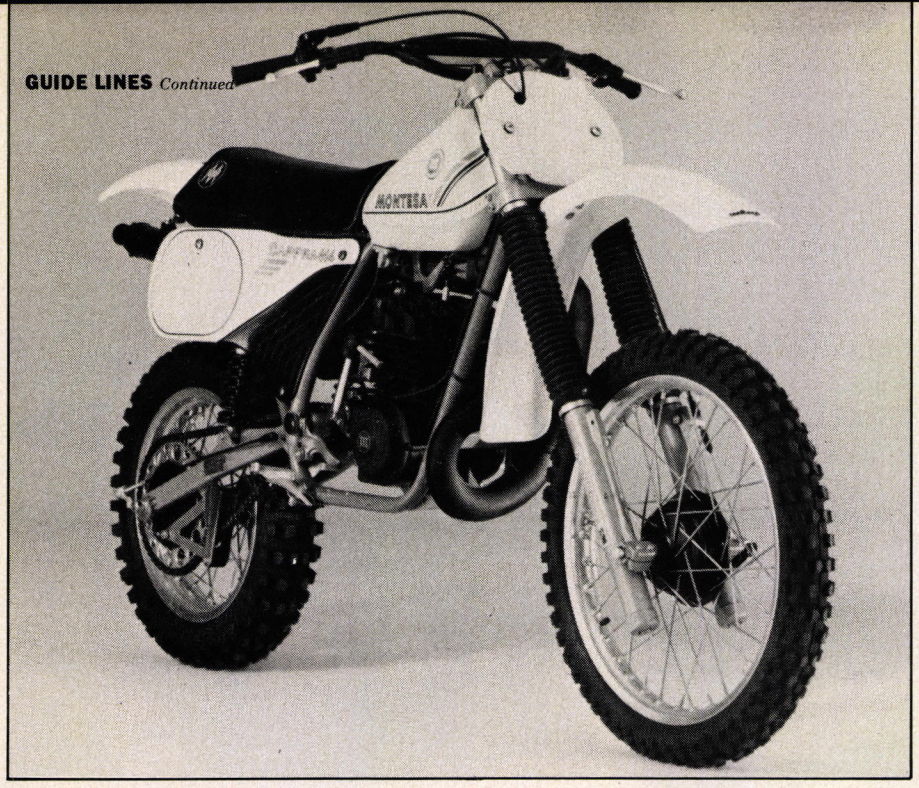


**Red-and-white paint for the 414cc Cappracrosser**

*Selling the Spanish Open-class champion's motorcycle.*

nothing mechanically startling about the **Magni BMW**, but those classic Italian lines are enough to rivet anyone's attention.

• An **Italian** bike of a very different kind is the latest 125cc GP roadracer from **Garelli**. The liquid-cooled twin has a bore and stroke of 44mm x 41mm and an uncorrected compression ratio of 14:1. Garelli claims its little screamer produces a healthy 46.8 hp at **14,600 rpm**. That's enough power to propel this 170-pound rocket to speeds of around 142 mph.

**Trial bike adapted for serious fun**

*Hit the trail on a four-pegged Montesa.*

• Not as **fast** in a straight line but better in the whoops is the new line of knobby-tired bikes from **Montesa**. The most successful bike in the range is the **Cota 349** that took Curt Comer to victory in the 1981 U.S.A. National Trials Championship. The six-speed motor is fed by a 27mm Amal carb and spârked by a **Motoplat** ignition. A long-standing unusual feature of the 349 has been the two plastic tubes which provide a semi-enclosure for the rear chain. The **champ's bike** also features a one-piece tank, seat and sidepanels that pivots out of the way to gain access to the underseat air filter.

• The **Cota 200** shares many of the 349's main features. These include Montesa's own fork, Betor shocks, a one-piece tank and seat base, a side-pull throttle and a semi-enclosed chain.

*Continued*

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These days a lot of people seem to feel that the more complex a motorcycle is, the better it is.

And although we build some of the world's most complex motorcycles, we don't think that's always true.

Hence, the Ascot.

A thoroughly modern motorcycle that hasn't forgotten the simple virtues a motorcycle ought to possess.

Inside its race proven 500 cc engine you'll find one cylinder, one spark plug and one carburetor. Very traditional. Very simple.

You'll also find an overhead cam, a Pentroof™ head and electronic ignition. Innovations that increase horsepower without increasing maintenance.

Of course, not everything about the Ascot is simple. Take the clean, uncluttered way it looks.

That's what we'd call pure.

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# PERFORMANCE ABOVE ALL

## RM-80

*For young riders who want to win, riding the 1982 RM-80 is the way to do it. The reason: It's built like the big RMs.*

*The RM-80 is all new. Start with improved engine performance. Add a Full Floater suspension, leading-axle air forks, box-type swing arm, straight-pull hubs, and AMA number plates. Subtract a few pounds.*

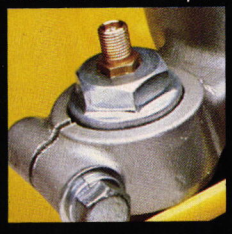
*The result is the most competitive 80cc motocrosser in its class.*

*The 1982 RM-80 is a winner. Go for it!*

*Power Reed engine:*
*For 1982, it has improved power throughout the powerband.*

*Full Floater suspension:*
*The most effective rear suspension available. Keeps you straight and smooth like no other.*

*Leading axle air forks:*
*Offers smoother, surer maneuvering through the roughest corners and whoops.*



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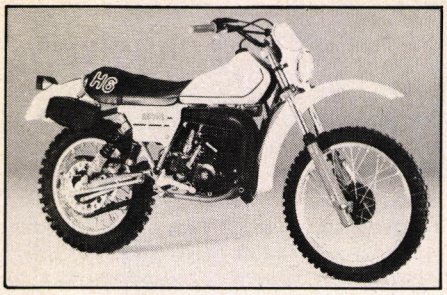


**250H6 enduro from Barcelona**

*An old motocrosser is in the woods.*

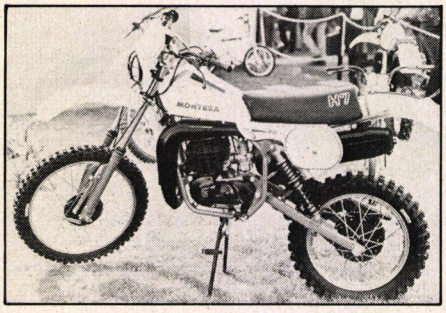
The 174cc motor uses a 25mm Amal carb and drives through a **six-speed** gearbox.

• Montesa also has a tiny 123cc Cota motor housed in a full-sized chassis just like its bigger stablemates. In fact, both the Cota 200 and **123** appear identical, with double-downtube cradle frames, full-width hubs and lighting equipment.

• Woods riders are catered to with the Cota **348T**, which is based on the championship-winning trials model. With repositioned footpegs, thicker seat, larger gas tank, wider gear ratios and **uprated** suspension pieces, the 348T is ready for the **trail**. There's even provision for a passenger to go along on your next woods ride.

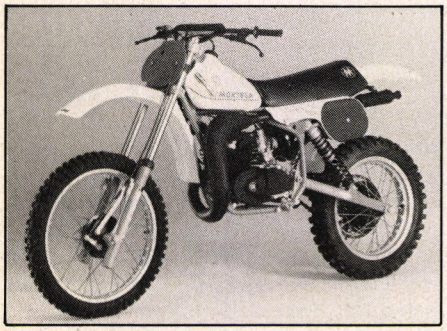
• Competitive woods riding might call for something a little faster than the 348T, something like the **250H6 Enduro**. Montesa's six-speed motocross motor drives through a semi-enclosed rear chain and hooks up with a set of **Pirelli** Pentacross tires. Full enduro lighting and passenger pegs are extra features of the H6.

• One step up the competition ladder is the **360H7** Enduro, which houses a 350cc piston-ported motor in a new, double-downtube frame. A straight-leg **Marzocchi** fork is used up



**Montesa's 360H7 enduro**

*Big-bore motor in a long-travel frame.*



**Twin-shocked 250 Cappra**

*Taller and faster for '82.*

*Continued*

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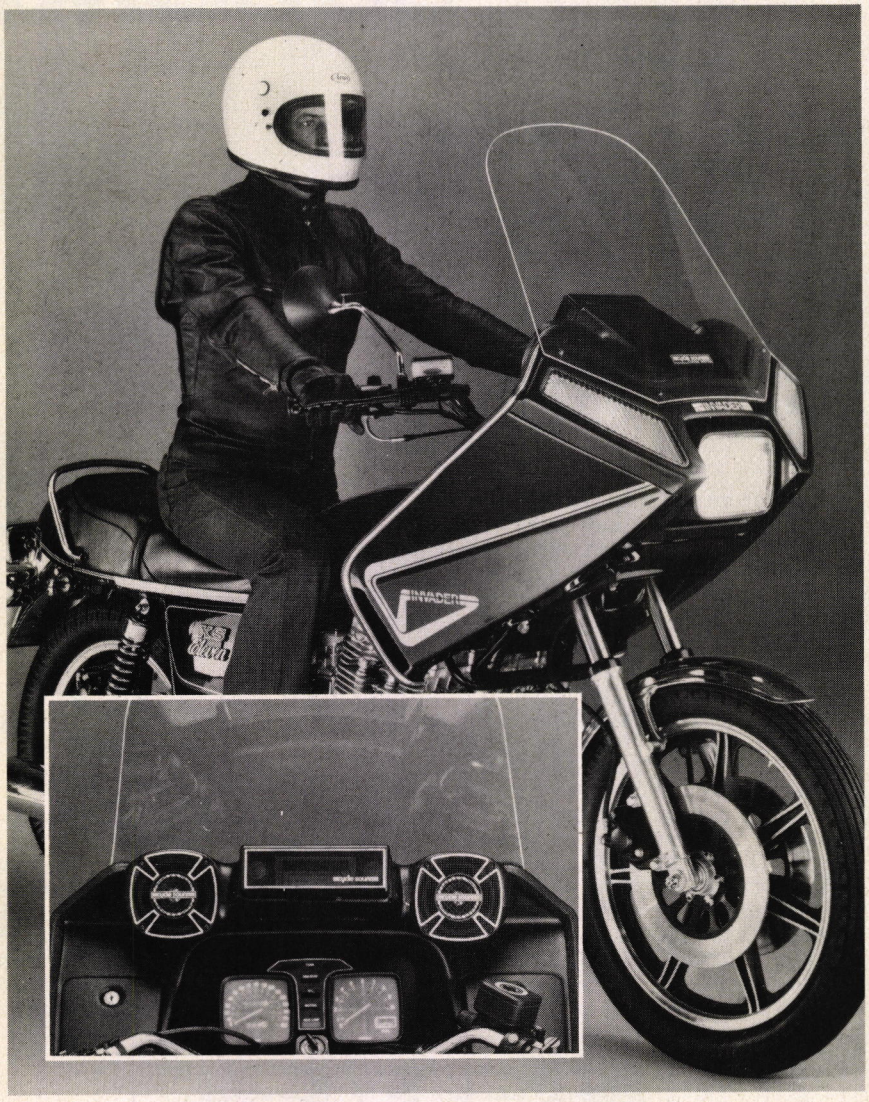

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front, while twin Betor shocks control a box-section swingarm.

• Sharing the H7's chassis is the new **Cappra 250VG** motocrosser. Like the enduro, the Cappra uses laid-down **Betor** shocks but has a leading-axle Marzocchi fork in front. The 246cc motor also has one less gear ratio than the six-speed enduro.

• Biggest bike in the Montesa line up is its four-speed **Cappra 414VG**. The Spanish Open-class championship-winning bike has a 40mm Bing carb and Motoplat ignition. The 414 also has its own frame with forward-mounted **Corte Cosso** shocks and Marzocchi's biggest leading-axle fork. Montesa's biggest motor also calls for Pirelli's fattest rear knobby. *–David Dewhurst*

## HARD CASH

• The West German **Kreidler** motorcycle company has **gone under**. Debts totalling nearly $14 million finally brought the Stuttgart-based manufacturer to its knees. The Kreidler factory **closed** in March, putting 400 former employees out on the street. Before the doors were shut for the last time, all the remaining bits and pieces were used to assemble mopeds, to be sold in a bid to try to reduce the staggering debt as much as possible.

• Ironically, it was a **change** in West German **law** that played out the death knell for Kreidler. The Bonn government recently **raised** the displacement limit for mopeds from 50cc to **80cc** in the belief that 80cc machines are **quieter** and safer than 50cc bikes. With that change the Japanese stole a 60 percent share of the German home market overnight, completely putting Kreidler out of the picture.

• The new German capacity-limit law forced **another** sudden and dramatic **change** in the marketplace. **Hercules**, left without its own competitive moped, is now selling 80cc Yamahas in Germany, and in a reciprocal move, 50cc Hercules mopeds will be sold by Yamaha in Japan.

• Another small European cycle works recently has undergone change. **Sanglas**, supplier of motorcycles to the Spanish police, has been **purchased** by Yamaha after building 400cc Yamaha twins under license for four years. In what amounts to an end-run around a Spanish and European Economic Community (EEC) law, which permits motorcycles to be **imported** into the country in a number that equals the machines that are exported, Yamaha plans to build and export bikes to other European countries while importing its big-bore street machinery from Japan.

• On the other side of the globe, **Suzuki** now is in second place for total motorcycle sales in **New Zealand**. Last year Suzuki sold 9,381 bikes there, for a 31.9 percent share of the market. Honda still is the **leader** of motorcycle sales in New Zealand, with its 36.7 percent market share (10,803 motorcycles sold). Yamaha now is in third place, behind Suzuki, with 7,802 sales and a 26.5 percent share, and Kawasaki accounted for only 3.7 percent of total New Zealand sales.

• Back home, the AMA announced that its Con-

*Continued*

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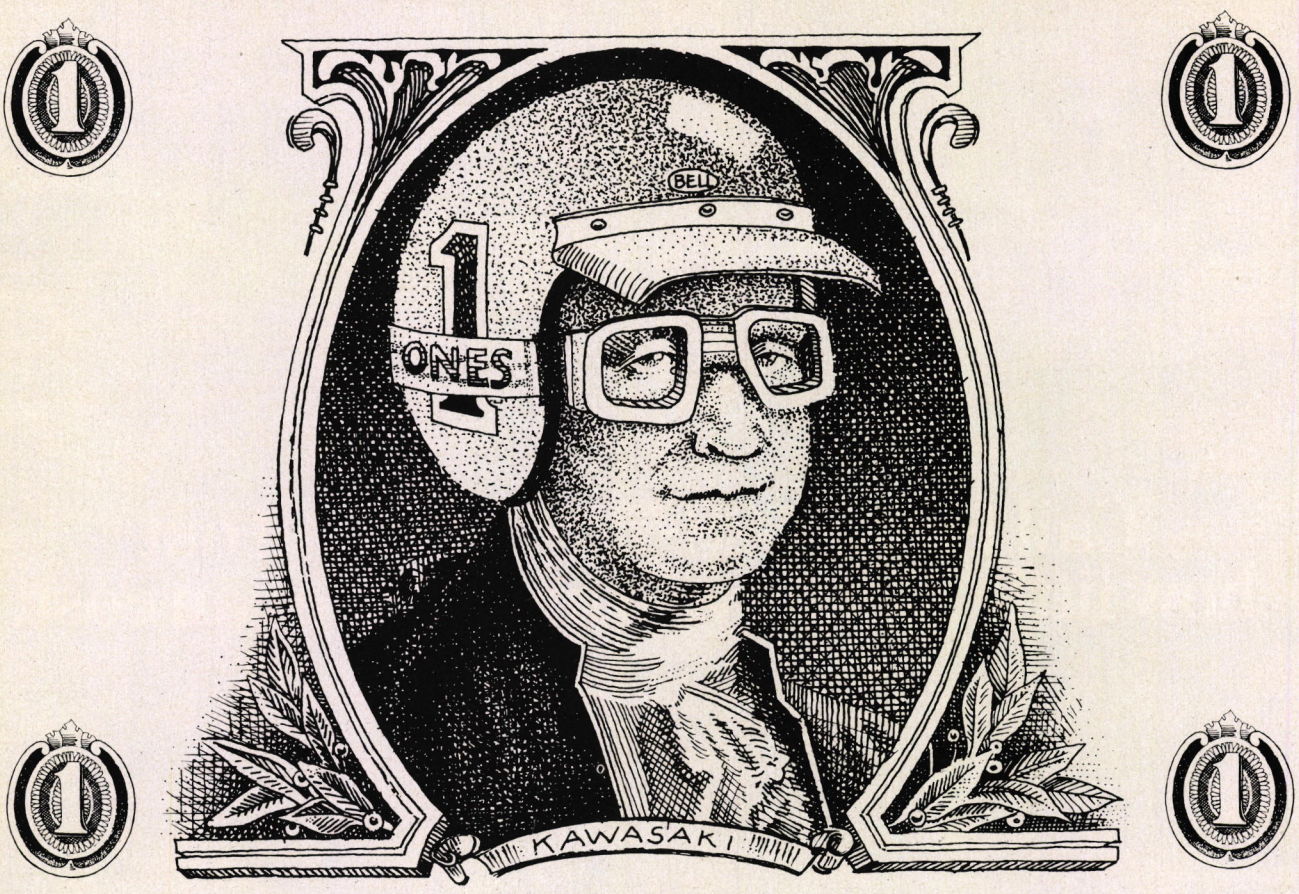


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tingency Awards Program for professional races in 1982 totals **$621,800**. Heading the list of 30 participating companies is **Bell Helmets**, with its total cash contingency posting of $69,700. The Bell Helmet money will be divided between the Wrangler Supercross Series, other major AMA motocross events and the Winston Pro Series for both dirt events and roadracing.

• **Supercross** sells jeans. At least that's the plan. Blue Bell's **Wrangler** brand is now the major sponsor of Stadium Supercross, with a posted rider's fund of $75,000.

• Privateers in the **Superbike** Championship Series no longer are totally on their own. Both **Honda** and **Suzuki** each have put up a $2,000 **fund** to be split among the top 10 non-factory-sponsored Honda and Suzuki finishers at each AMA Superbike **point race**.

• BMW of North America has its own racing award program for 1982, the **BMW Twin Challenge/'82**. The payback goes to BMW riders competing in the popular **Battle of the Twins** series. At the end of the season, the top five BMW riders share in a $15,000 **point fund**. Additionally, the top finisher will receive an R80 G/S motorcycle.

• On a final note, the AMA is once again **solvent**. After operating at a deficit of $444,699 for 1980, the Association opened fiscal 1981 with a **surplus** of $55,000. The **turnaround** largely was due to the guidance offered by Lin Kuchler, former Executive Director of the AMA, who managed to build that surplus up to $234,714 by the close of the 1981 books. *–Joe Kress*

## FEDERAL CASES

• It looks like the EPA soon will have a say governing the **noise** level of your motorcycle even after it's bought and paid for. The National Association of Noise Control Officers (NANCO) recently completed an EPA-sponsored study to determine the most accurate and correlateable stationary noise-**test procedure** for motorcycles already in use. This stationary noise-test would supplement the complex acceleration and ride-by test that manufacturers of new motorcycles must comply with. The **proposed** stationary noise test is intended for use by the aftermarket exhaust industry. And the enforcement community.

• Another government agency, the **Department of Transportation** (DOT), isn't making things easy for the motorcyclist, either. In the second draft of a plan to restructure federal funding for highway safety, the DOT has **"totally ignored"** the input from motorcyclists, according to the AMA. Although the vast majority of comments and depositions from motorcyclists, safety professionals and state officials strongly suggested that rider education and training programs receive **federal funds**, the DOT made no mention of this. Instead, they instituted a prior-funding clause–meaning that monies would be spent only on programs already in operation. And since only 1.4 percent of all federal transportation funds were spent on motorcycle projects in the past, the DOT says it can't spend more in the future.

*Continued*


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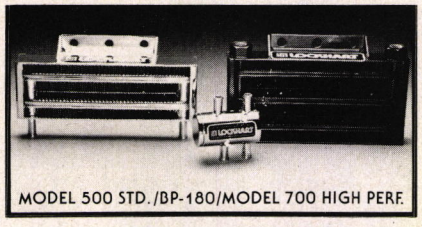

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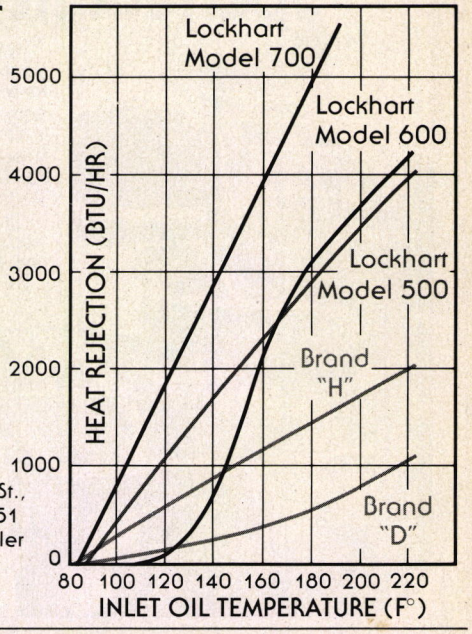


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• Even though the DOT is reluctant to spend money on motorcycle safety, the **individual** states have no such qualms. The Motorcycle Safety Foundation recently announced that **five** more states have adopted use of the Motorcycle Operator Skill Test **(MOST)** for licensing new riders. That brings the total number of states employing MOST up to 10. The test's effectiveness is demonstrated by a 15 to 21 percent reduction in motorcycle accidents, noted during a five-year California study.

• Finally, file this under Turnabout-is-Fair-Play. If the **legislators** won't listen to the motorcyclists, the **motorcyclists** will have to become the legislators. That's exactly what long-time bike racer Robert Bayne is doing. Bayne recently announced his **candidacy** for the U.S. Congress—he's running for the Republican seat from the 5th District of Texas, located in Dallas County. It's not confirmed, but rumor has it that the campaign slogan is "A Husqvarna in every garage." The candidate currently rides a 430. *–Joe Kress*

## RUMORS

• It could give new meaning to the word **production** racing if Yamaha proves the rumormongers right and introduces a TZ-based **RD500LC** street bike. Word from Europe had the liquid-cooled inline four sporting a full fairing, but otherwise looking very similar to the RD250 and 350LC models that are available everywhere but **America**. The bike was even said to have the latest Monocross suspension and an **anti-dive** fork.

But before you rush down to your local **Yamaha** dealer to place an order, be warned that the British importer claims the whole story is just a **hoax** by some Yamaha employees and that action is being taken against them. But then again, that story could be a hoax too. Who are you going to believe?

• If pseudo-roadracers don't excite you, a **Custom-styled** Triumph Bonneville might. We've been told that **Triumph's** U.S. distributor has been working hard over the winter to build a high-bar bike that's perfectly suited to the American market. We understand that means the **750** sports a fat 16-inch wheel that called for the **parallel-twin** motor to be moved over in the frame so that the chain would clear the rear tire. A stepped seat and high bars also are supposed to be part of the package that could be on sale before the end of the year.

• There could be a transformation of another kind ahead for Yamaha's **750 Virago**, which has been seen in plainer street clothing. Converted to **chain** final drive, the former boulevard 750 was said to have more traditional streetbike lines that also might find their way onto the XV920.

• One of our trailriding staff stumbled across some Japanese **testers** busily working on what appeared to be a new four-stroke **trike** from Yamaha. What's become known in the office as the Quatro-moto was being ridden alongside a 185cc Honda, and from the **Yamaha's** tiny size we'd guess that it's no bigger than 200cc.

• Trike fever seems to have hit the dirt world,

*Continued*

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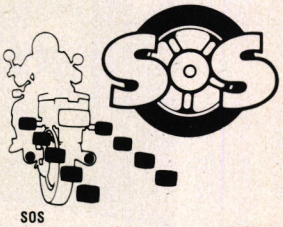

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because **Maico** apparently has joined the growing list of manufacturers testing three-wheelers. Much like Husqvarna's American-designed **trike**, Maico's 250-motocross-motored three-wheeler is believed to have a trailing-axle fork and a single rear shock.

• Exciting news for four-stroke fans is that Husqvarna has been spotted testing an Open-class **thumper** in Sweden. Believed to be based on a four-stroke project that **Husky** started four years ago, the new thumper apparently looks very similar to a 430WR with a large cylinder head. **Testing** is believed to be in the hands of the Swedish **500cc enduro** champion, who also happens to be a Husky designer. Husqvarna is not saying if the four-stroke will be modified for **motocross** and cross-country use. No one even will say if the motor will go into production, but if it does it won't be for at least another year.

• The engineering department of England's Manchester University recently announced that it's been designing a new **400cc** four-stroke motor. When asked why the students were building such an expensive project and where they received their **funding**, the University became very secretive. In fact, no one will say anything more about the project, which has the rumors flying in every direction. The motor has been linked with every firm from **Triumph** to Laverda, but it just might end up housed in a motocross frame from Armstrong, the company that took over **CCM** when supplies of BSA parts finally dried up.

• A more **basic** motor might find its way into motorcycle use if stories in the British motorcycle press are true. Those stories tell of a 1256cc Chevy **Chevette** motor being crammed into a sidecar outfit. The strange-sounding rig also is rumored to have **two passenger** seats in the sidecar and a large two-piece fairing to protect the driver.

• It was another case of "Why can't we have them when they're sold in Europe?" when Suzuki announced a complete range of **Katana-styled** models from 125cc right up to the GS1100S. The smallest new Katana in Europe has a **125cc** single-cylinder motor with 18-inch cast wheels and a disc brake. There's also a 250cc twin Katana along with a 450cc twin and a 400cc four. We've been told that some of these Katana models might be sold in **America** next year, but we won't believe it till we see it.

• We're also waiting to see if **Honda** really will have more new models in 1983 than it's ever had before. The latest word from Japan suggests that the world's largest motorcycle manufacturer is planning a **blockbuster** year for 1983. Read about them first here.

*–David Dewhurst*

## APART FROM THE CROWD

• It would appear that they do things just a little differently in Sweden, if this magazine advertisement is any indication. Are we to believe that this is what the **average** riding couple in the

*Continued*

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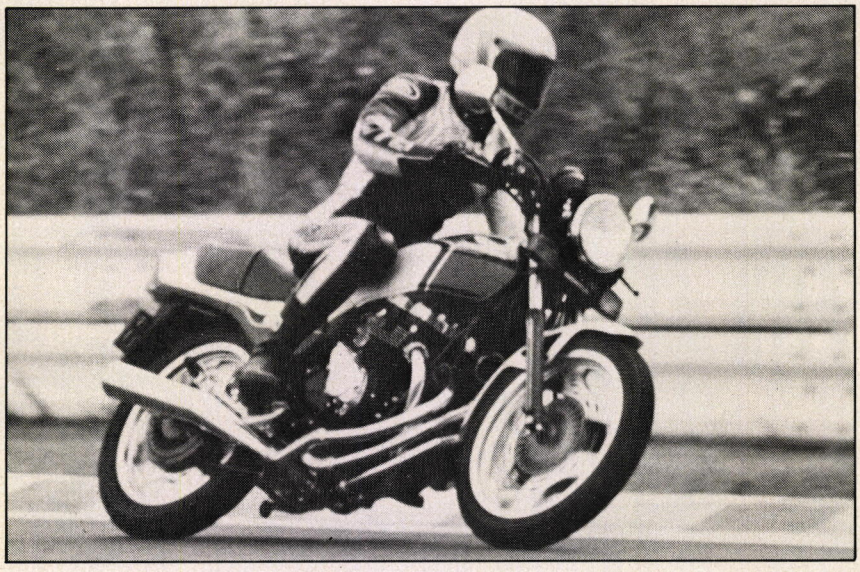
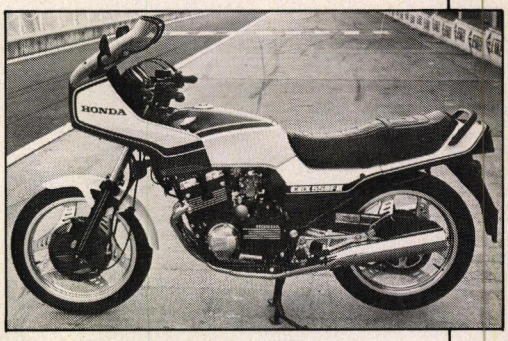
# *RIDE/REPORT:* Honda CBX550F2

*Another contender for the middleweight crown.*



**High-speed testing for Honda's all-new inline four**

*A fast 550 goes through its paces at the Suzuka test track.*

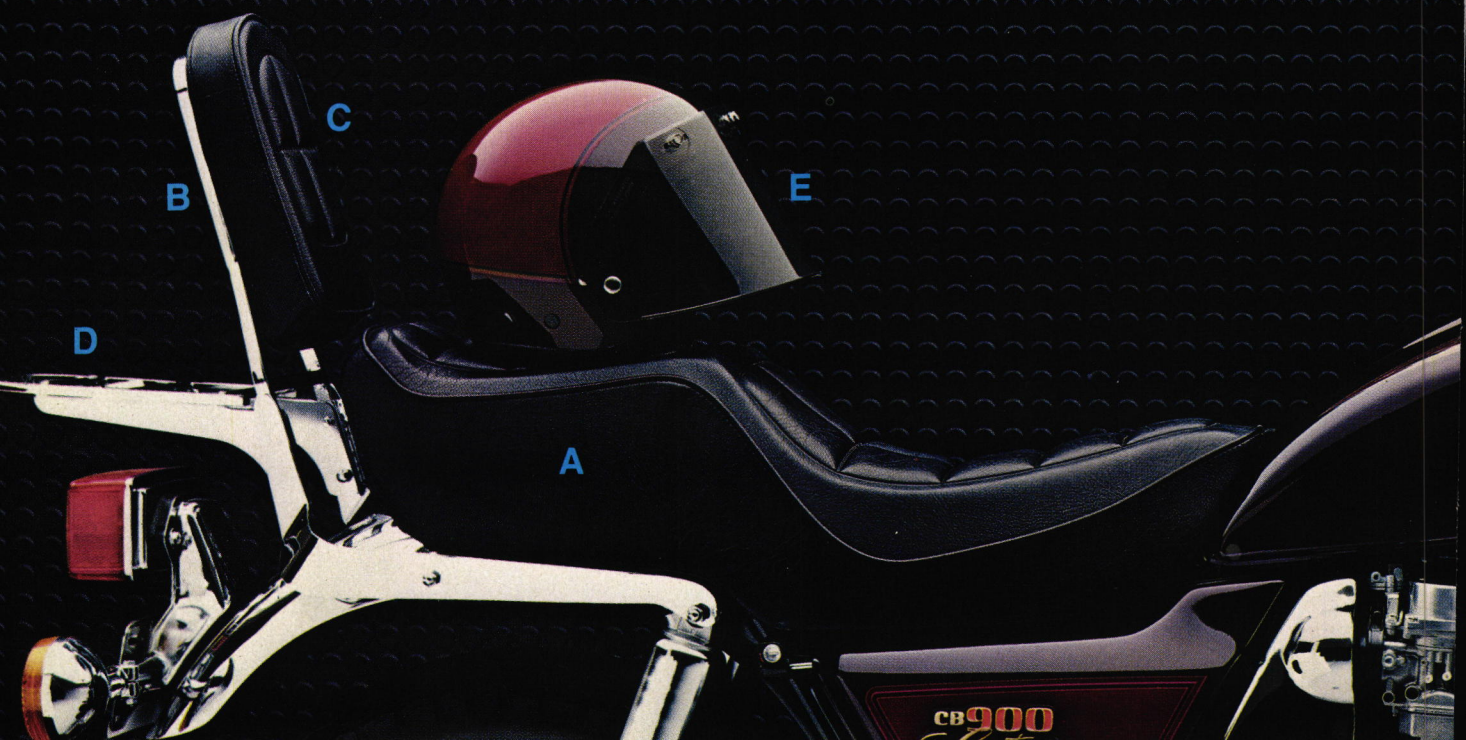



• GPz550 owners are getting nervous. They've just heard that Honda has launched a middleweight sportbike attack in Europe, and word from the front suggests that it's a CBX550F2, which might eventually head our way.

If the little CBX ever does land on these shores, the competition has every reason to worry: Honda has built an entirely new motorcycle aimed right at the heart of the sportbike market.

While Honda is leading a trend toward the use of vee motors, a transverse vertical four powers this pint-sized café racer. With a bore of 59.2mm and a stroke of 52mm, the CBX550 actually displaces 573cc. Honda claims a maximum power of 65 hp at 10,000 rpm, and while that figure might be

Make the most



optimistic, the CBX does *feel* as fast as some 750s. It will accelerate quickly and it's all too easy to exceed the bike's 10,500 rpm redline in the first four gears, something I did a few times trying to catch a CB900F around the Suzuka test track in Japan.

But for all the abuse, the 550 motor kept working hard, popping open its 16 valves with double overhead camshafts. Honda designers claim that the small oil cooler mounted on the front downtubes plays a big part in keeping the motor healthy at racing speeds.

Around the racetrack the new CBX also proved to have a chassis to match its excellent motor. The frame is fairly conventional as far back as the swingarm pivot, where room has been made for Honda's Pro-Link rear suspension. The single shock is mounted vertically below the seat and is connected to an extruded aluminum swingarm, just like the one found on the 1047cc CBX.

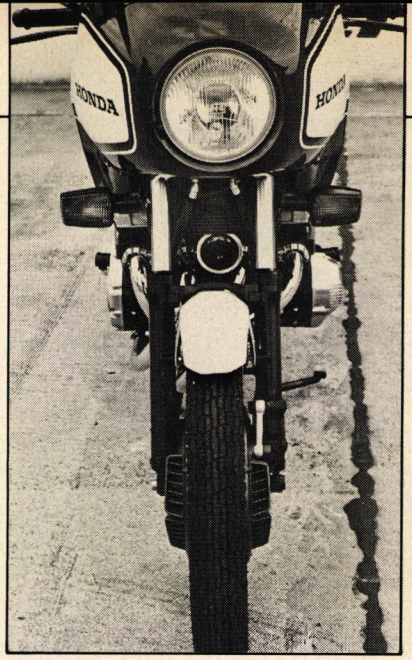
Up front the new Honda employs a straight-leg fork with the patented TRAC anti-dive system to slow down fork compression under heavy braking. But despite all this hardware, the CBX weighs only a claimed 406 lbs. This low weight is in part responsible for the bike's agility on the track. Always stable at speed, the 550 can be flicked effortlessly from side to side with a minimum of fuss. And it never seemed necessary to have any more leverage than was offered by the narrow European-style bars.

There also was no need for any more brakes than the Honda had to offer. The patented Inboard Ventilated Disc Brakes are designed to improve wet weather braking by keeping water away from the disc rotors. The 550's two front rotors are enclosed in a large drum-type hub with the now-familiar twin-piston calipers mounted at the rear of the fork leg. The single rear disc also is housed in a large hub, where it, too, is shielded from the elements.

The rider is protected from the elements by a large half-fairing that looks almost identical to the plastic fairing used on the larger CBX. There also are striking similarities between the two CBXs' cast-aluminum handlebars, instruments and bulbous gas tanks. But there's no mistaking the striking red, white and black paint scheme that only adds to the 550's racy image.

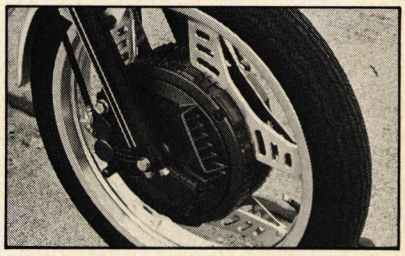
With such sporting looks and a chassis and motor to match, European GPz550 owners have every right to be worried. But we're still not sure if Kawasaki owners on this side of the Atlantic will have their middleweight sportbike supremacy challenged.

*–Peter G. Bellamy*




**Inboard Ventilated Disc brakes**

*Keeping the water out.*



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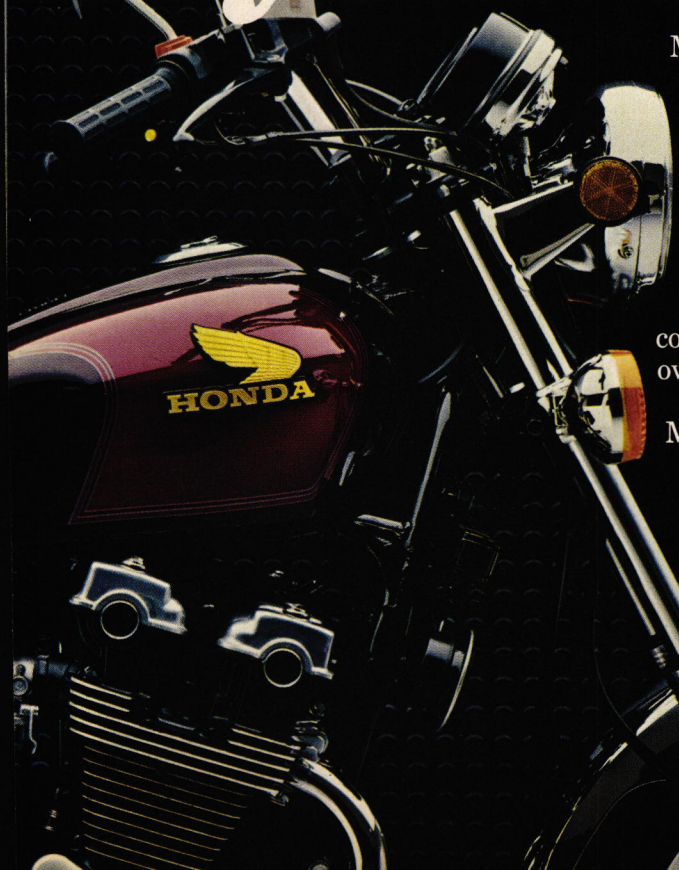
# of your custom.

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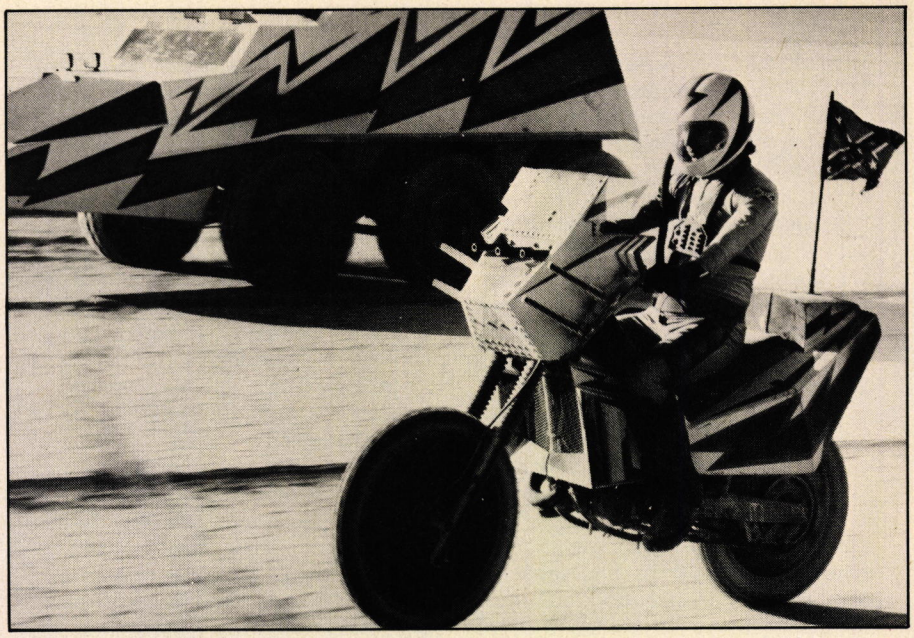
Du som kör mc eller moped tillhör det "nakna", oskyddade folket i trafiken. Du har inget plåtskal eller bilbälte som skyddar vid en krock. Vems felet än är drabbas du alltid hårdast. Därför krävs det mer av dig som sitter på en mc eller moped. Du måste alltid, för din egen skull, tänka lite längre än de andra för att komma fram hel-skinnad. Ditt viktigaste skydd är det du har innanför hjälmen.

**There's a message to be learned here**

*And it's not what you're thinking.*



**A "Megafighter" of the future storms across the desert**

*Look close and maybe you'll see the RM125.*

land of the sauna looks like? Hardly. The message here—originally portrayed in four-color splendor—is that if you wear nothing else while riding, you should always wear a **helmet**. Even on your way to the sauna.

• Put this in the Coals-to-Newcastle category. The ASAHI SHIMBUN, the foremost newspaper in Japan, is planning a **Harley-Davidson** exhibition to tour department stores in **Toyko**. As they put it, the exhibit will reintroduce the Harley-Davidson—supreme motorcycle of the U.S.A.—to the Japanese public.

• While the Japanese newspapers are looking back into American motorcycling **history**, American movie-makers are looking into the future. Both Warner Bros. and 20th Century Fox have scheduled the release of action-packed, high-adventure movies, with **motorcycles** taking center stage. Motorcycles of the **future**, of course. In the 20th Century Fox film, "Megaforce," Suzuki RM125s appear as

*Continued*

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Mail order only before June 5, 1982. Weekend Ticket includes: Pass for two days at the Loudon Classic & paddock.
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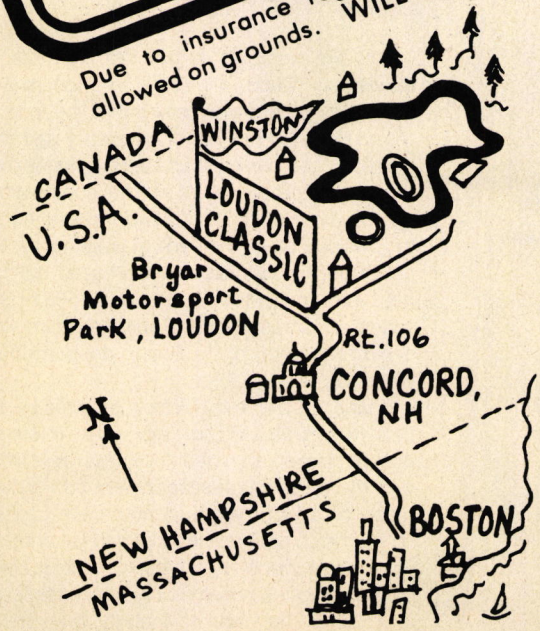


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Enclosed is my check or money order in the full amount. Please send me the following tickets:

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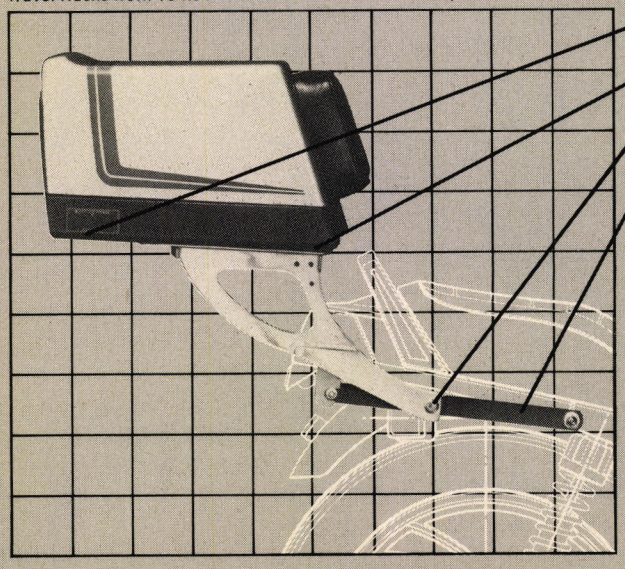

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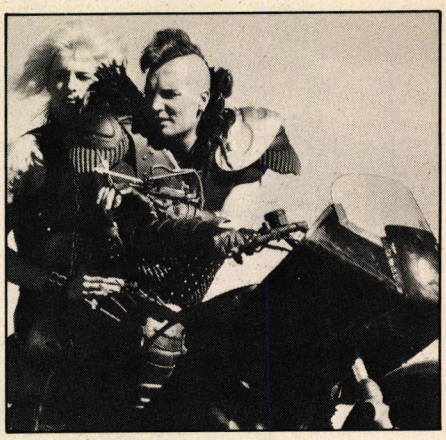
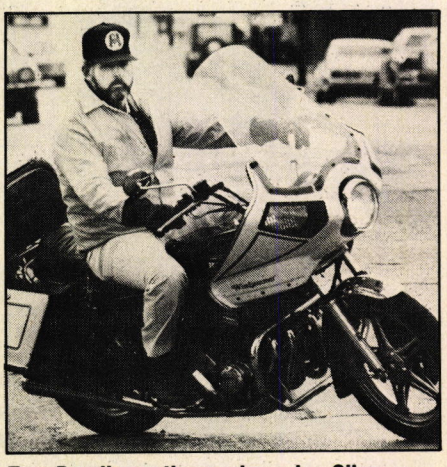


**"Road Warriors" in full dress**

*And all they want is gas—honest.*

"Megafighters," complete with rockets and machine guns to combat the forces of evil on the desert floor. Warner Brothers' film, "The Road Warriors," shows motorcyclists of the future as menacing punk-rockers in football pads, terrorizing the country in search of now-rare gasoline. Wonderful.



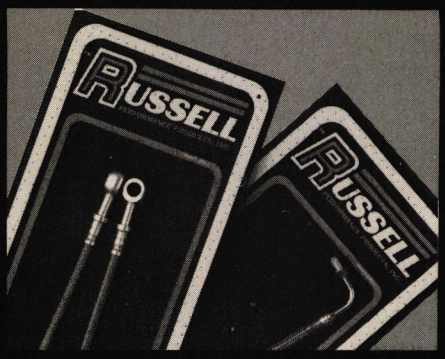
**Tom Bowlin on the modern-day Silver**

*Who was that masked man?*

• But take heart, all is not lost. **Thomas L. Bowlin**, of Dupo, Illinois, is a modern-day motorcycling hero who proves that the code of the old West is not dead. A century ago the townfolk used horses to chase down bank robbers, but this is the age of internal combustion, and Bowlin recently put his two-wheeled horse to good use. When the bank manager of the local Dupo Savings Association called out for help, Tom Bowlin took up the chase. From the saddle of his trusty Honda 750A, Bowlin tracked down and corraled the fleeing **desperadoes**. Whoa, big fella.

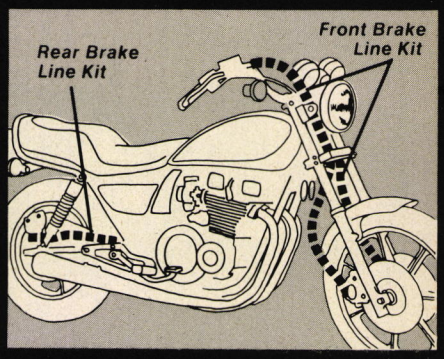
• Finally, put this in the Adding-Insult-To-Injury-Department. As if Lord Alexander **Hesketh** doesn't have enough troubles on his mind, what with the on-again off-again production schedule for his 1000cc vee-twin motorcycle caused by gearbox problems, he's just had yet another worry heaped upon him. It seems that his Lordship went to take his motorcycle license test—and **failed**. The reason: Inability to properly **change gears**. *–Joe Kress* ●

# THE BRAKING DIFFERENCE.




Until you've experienced the feeling of Russell Cycleflex™ brake lines, you haven't experienced the ultimate in stopping. Constructed from Russell Teflex™ hose and Cadmium plated steel fittings, Cycleflex brake lines eliminate the spongy feel in your brake handle.

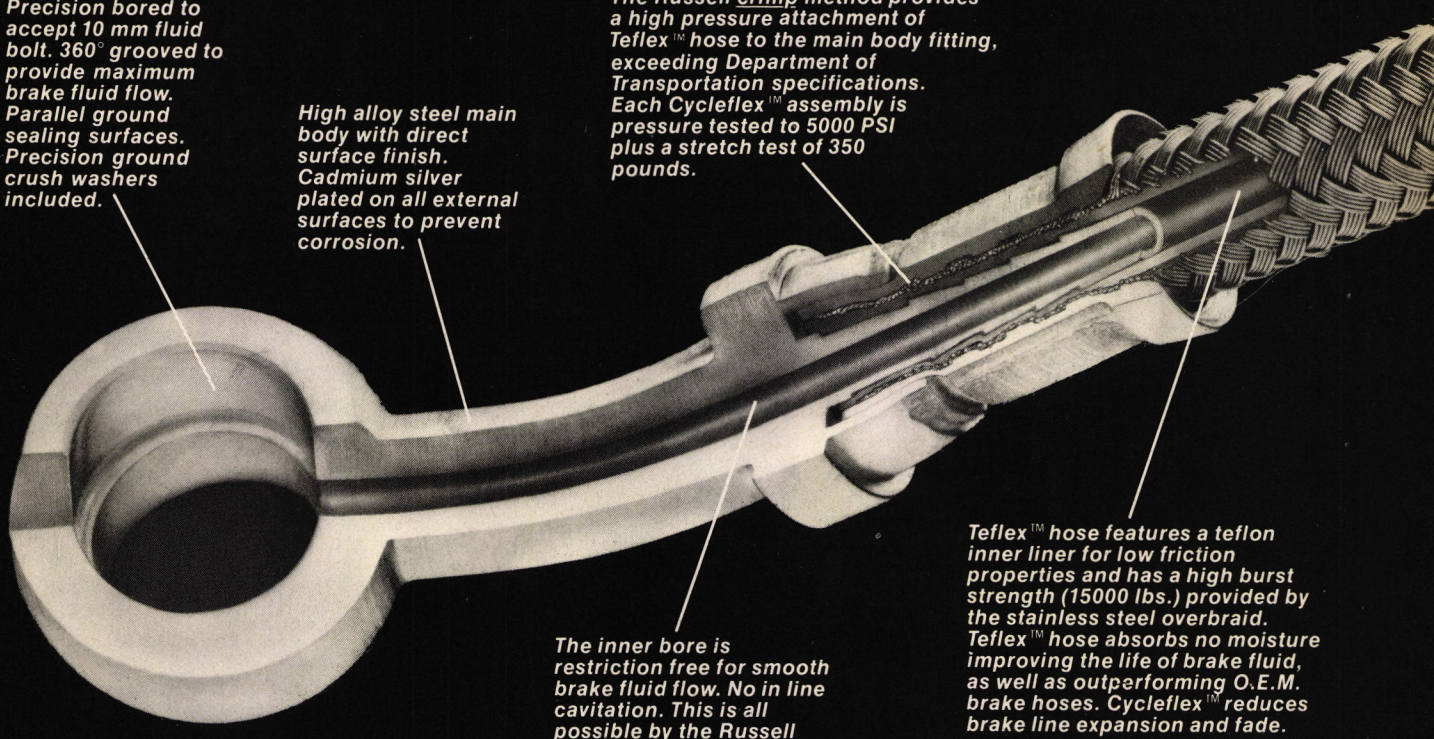
Russell Cycleflex brake line kits come ready to install replacing standard brake lines in less than 30 minutes. Install, bleed your brake lines and feel the difference.




*Precision bored to accept 10 mm fluid bolt. 360° grooved to provide maximum brake fluid flow. Parallel ground sealing surfaces. Precision ground crush washers included.*

*High alloy steel main body with direct surface finish. Cadmium silver plated on all external surfaces to prevent corrosion.*

*The Russell crimp method provides a high pressure attachment of Teflex™ hose to the main body fitting, exceeding Department of Transportation specifications. Each Cycleflex™ assembly is pressure tested to 5000 PSI plus a stretch test of 350 pounds.*



***Cycleflex™ Brake Line***

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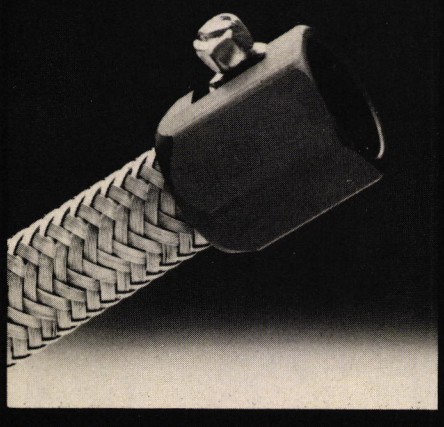
*Teflex™ hose features a teflon inner liner for low friction properties and has a high burst strength (15000 lbs.) provided by the stainless steel overbraid. Teflex™ hose absorbs no moisture improving the life of brake fluid, as well as outperforming O.E.M. brake hoses. Cycleflex™ reduces brake line expansion and fade.*



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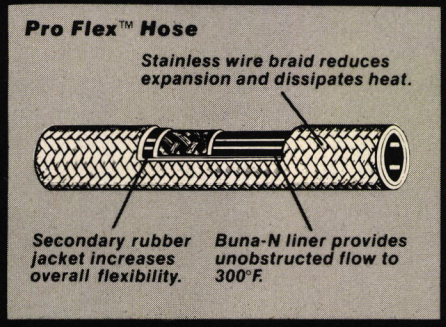
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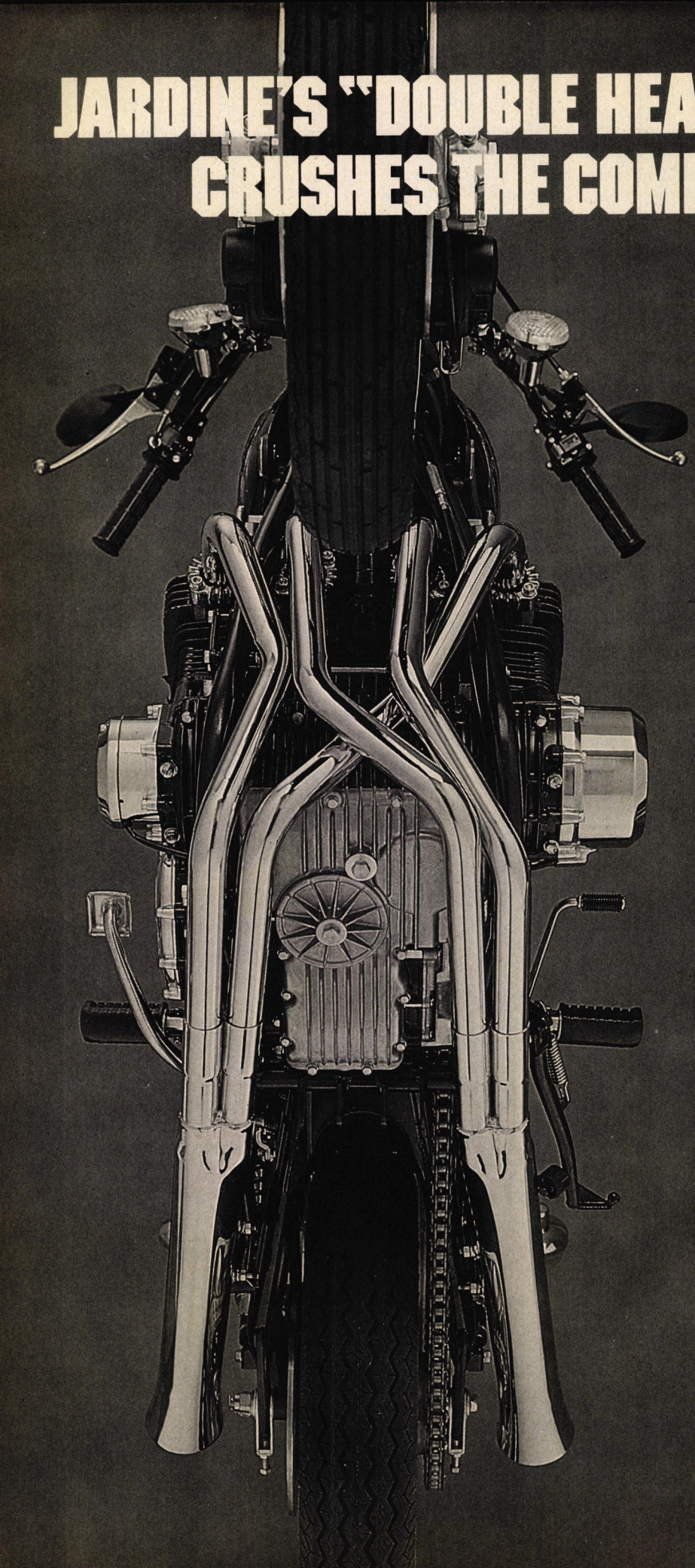
# JARDINE'S "DOUBLE HEADER" SYSTEM CRUSHES THE COMPETITION.



We at Jardine have built our 22 year reputation on horsepower and quality. To test our reputation, we thought it would be exciting to run our new "Double Header" 4 into 2 system against the best of our competitors' 4 into 1 systems—"heads up"—at the dragstrip. The results were amazing!

We used a new, fuel injected Kawasaki Z-1 Classic as the test bike and, after some minor tuning*, we produced a baseline time of 11.97 seconds at 111.51 MPH-stock. We then bolted up the systems, one at a time, and made five passes with each system. The best times are as follows:

| |
|---|
| JARDINE "DOUBLE HEADER" 11.54 sec @ 117.89 MPH |
| Brand "K" 11.61 sec @ 116.60 MPH |
| Brand "R" 11.68 sec @ 114.32 MPH |
| Brand "W" 11.72 sec @ 113.58 MPH |

Lastly, just for comparison, we ran our own 4 into 1 at 11.44 sec and 119.04 MPH—that's PERFORMANCE!

The "Double Header" system features a high velocity 180° firing design for excellent smoothness and throttle response, as well as a balanced look to your machine. The exhaust note is crisp, yet mellow to the ear, and the styling is Jardine sharp. Another plus—our individual pipe design means a better finish and inexpensive repairs if you damage just one tube—you don't have to buy the whole header.

Horsepower and quality—that's Jardine!

*All test machines are prepared and ridden by professionals, using proper safety equipment. Documentation and tuning specs are available upon request.

Jardine

7142 BELGRAVE AVE.
GARDEN GROVE, CA 92641
(714) 893-7594

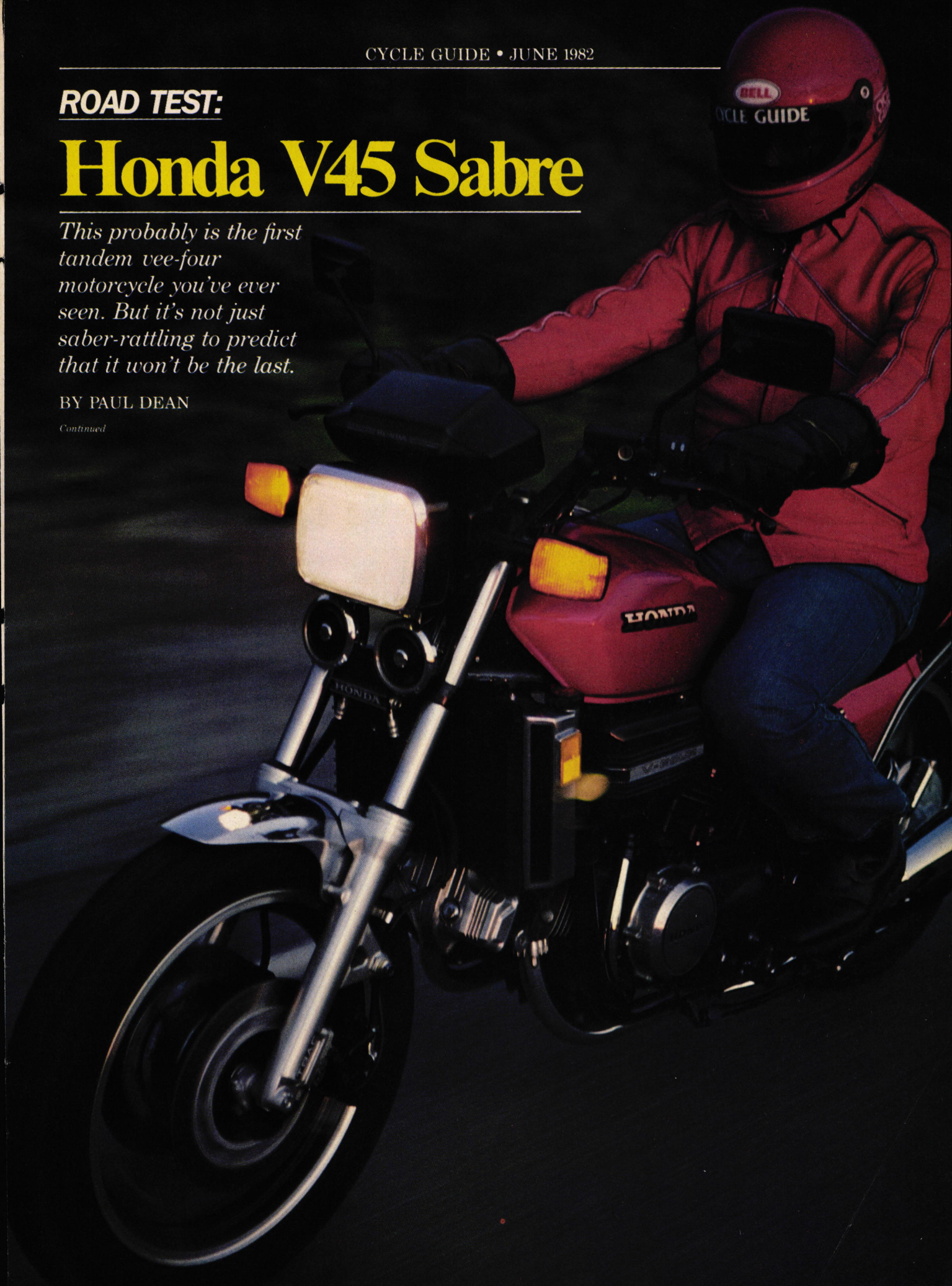
## ROAD TEST:

# Honda V45 Sabre

*This probably is the first tandem vee-four motorcycle you've ever seen. But it's not just saber-rattling to predict that it won't be the last.*

BY PAUL DEAN

*Continued*



Besides being the *wunderbike* of 1981, Yamaha's 750 Virago gave new credence to what companies like Harley and Ducati had known all along: that a tandem vee-twin is an almost perfect powerplant for a motorcycle. But now Honda has upped the ante twofold for vee-powered motorcycles with the most important new engine in more than 13 years: the tandem vee-four, an almost perfect powerplant for a motorcycle *rider*.

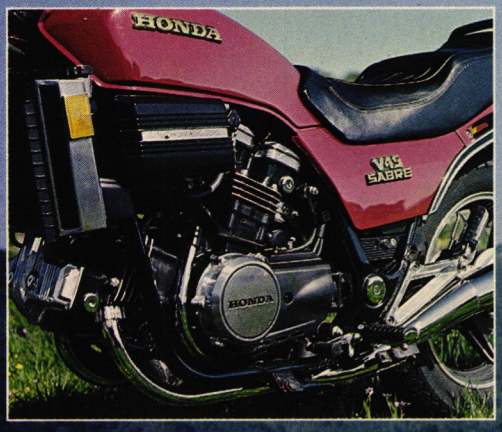
Indeed, that odd-looking mass of flat-black and polished alloy nestled in the mid-section of Honda's stunning new V45 Sabre (and V45 Magna, as well) is the industry's first-ever liquid-cooled, four-cylinder, 90-degree tandem vee—truly a milestone in the evolution of the motorcycle. Just as that first CB750 inline four back in 1969 long will be remembered as the prototype for the engine of the Seventies, so does the V45 vee-four promise to be the model for the engine of the Eighties.

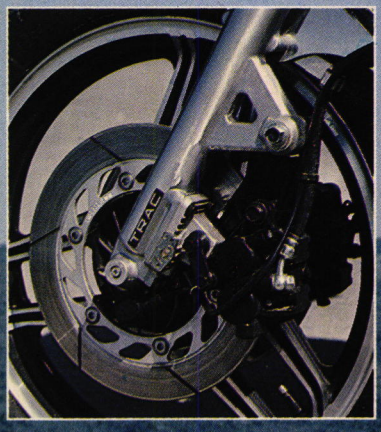
It's not hard to see why. A proper vee-four can retain most of the assets that have kept the vee-twin a viable motorcycle engine for almost a century (exceptional low-end torque, the potential for perfect primary engine balance, and all the handling/ergonomic advantages of a narrow motor) and combine them with the most endearing aspects of modern inline fours (the large valve areas and high redlines that lead to the astronomical horsepower numbers that a twin can't equal). In other words, the best of both worlds.

That's an ambitious promise, but one that the Sabre lives up to magnificently. It's armed to the teeth with raw horsepower, enough to land it right in the thick of the 750-class performance wars, yet it slugs out low-end and mid-range torque that would do justice to a one-liter motor. It has none of the heavy, low-rpm power pulsations that can turn a vee-twin into a shuddering blur, nor does it emit the annoying high-frequency vibration that has become the calling-card of many inline fours. And the slimness of the engine (5.5 inches narrower than a CB750F inline four) has permitted a motorcycle that feels light and responsive when turning but reassuringly stable in a straight line.

Well-deserved accolades all. But, in the cold light of performance, the V45 clearly is *not* superior, either in WFO acceleration or café-racer handling, to several inline 750 fours, including Honda's own CB750F. But understand that the Sabre is not intended to out-sport the 750F in any way. Instead, this is Honda's attempt to market a 750 that appeals to a broad cross-section of riders rather than catering exclusively to the relatively small numbers of skilled peg-

**The benefits of the Sabre's narrow vee-four engine are made apparent by the ease with which it will bank over into a turn and the high lean angles it can achieve before things begin to grind on the pavement.**



**LCD displays galore in adjustable instrument console**

*High in technology, information and entertainment.*

*Continued*

draggers and stoplight racers.

Honda's main incentive for building this broad-band motorcycle was an overwhelming dealer/rider request for a shaft-drive 750, ideally something comparable to but more universally appealing than Yamaha's spiffy 750 Seca. The result is a bike that Honda feels is one of the most versatile in its history, a point we can't argue. It certainly is a capable if not a champion canyon racer, but it's still a delight either for daily commuting or for long stints in the saddle, whether they're conducted at wacko lean angles along winding backroads or in vertical-cruise mode on arrow-straight Interstates.

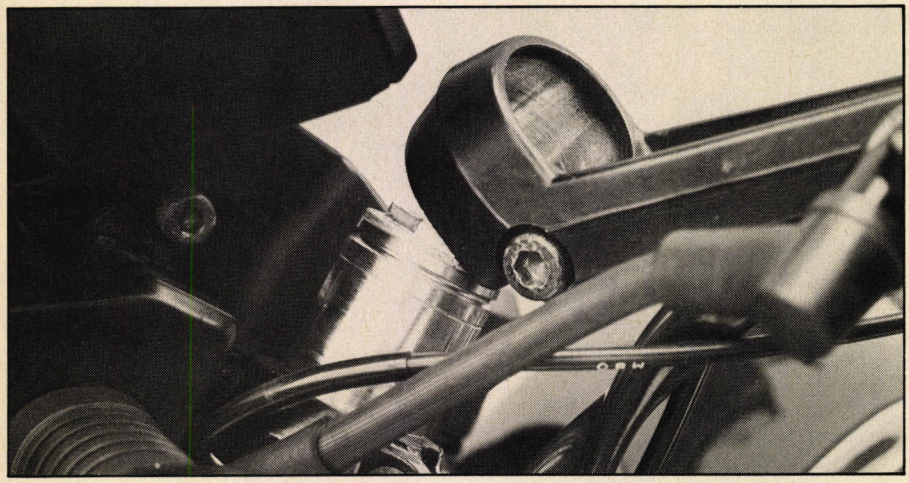
Some would call that sport-touring, which isn't a half-bad way of interpreting where the Sabre fits into the scheme of things. But the truth is that this motorcycle can, within reason, be just about any kind of streetbike its rider wishes, and do it with admirable efficiency. And more than any other part of the motorcycle, the engine is what makes that versatility possible.

When you're in a go-fast frame of mind, for example, the Sabre has enough acceleration on tap to bang out quarter-mile times in the 12.3-second range—a tick slower than some inline fours, a speck faster than others. And while that's respectable acceleration in itself, the V45 actually wings through the gears faster than those times indicate. You see, when the Sabre is being launched off the line, the hydraulically actuated clutch engages rather abruptly and the torque reaction of the shaft drive wants to send the front wheel skyward. Hence you waste a few precious tenths of a second getting the Sabre out of the hole. But once underway, it cuts loose with acceleration that's as vicious as anything the competition has to offer.

Dragracing, though, is a poor barometer of this engine's real-world performance. Because much like a vee-twin, the Sabre has a powerband a mile wide and a torque curve as flat as a tabletop. In any gear and at virtually any rpm, the bike is ready and willing to accelerate at an impressive rate—enough so that no inline 750 can stay with it in a contest of roll-on acceleration. Which is all the more remarkable when you consider that in top gear, the Honda effectively is geared almost 10 percent taller than the average inline 750 four. Because of its wide powerband, in fact, the Sabre's six-speed gearbox almost is a nuisance. It would be no worse off, really, with a five-speed box that used the same top- and bottom-gear ratios as the Sabre's six-speed.

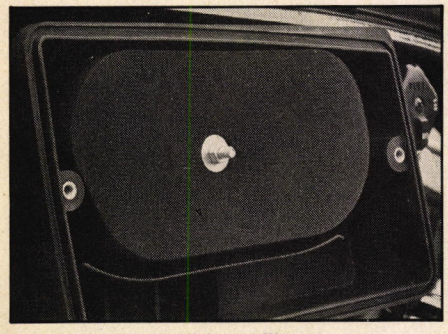
What's most amazing about the Sabre's lugging power, though, is that the engine seems configured to be anything *but* a torquer (see story, pg. 58). It's a light-flywheeled, extremely short-stroke, high-revving, high-compression, high-output motor (80 bhp on Honda's dyno, as opposed to 75 bhp for the 750F), all factors which usually impair rather than impart low-rpm grunt. But the engineers have done their homework with valve angles, combustion-chamber shapes, ignition curves and carburetion. The payoff is an engine that pulls like gangbusters from the depths of the rpm basement all the way up to the 10-grand ceiling.

That's a prime example of how the marriage of vee-twin and inline-four technologies has fathered what is likely to be the engine of the immediate future. Another is the Sabre's exceptional, almost remote smoothness. The 90-degree vee spread has guaranteed perfect primary engine balance, and rubberized engine mounts dampen out what little secondary vibes the Sabre's ultra-short strokes might generate. That renders the engine so vibration-free that the position of the tach needle often is your only evidence that the thing is even running. And when you do feel and hear the engine it has only a soothing, low-pitched hum reminiscent of a BMW.



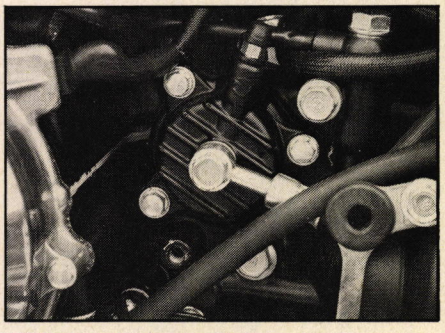
**Loosening a few bolts allows adjustment of Sabre's instrument case and handlebars**

*But limited handlebar rotation makes only the tilt-a-case useful.*



**Two side-mounted foam filters**

*Feeding four deep-breathing carbs.*



**V45's clutch slave cylinder**

*Hydraulics mean it's always adjusted.*

Our Sabre also shifted with smoothness and precision, but alas, those same superlatives don't apply to the behavior of the clutch. Because aside from engaging with the aforementioned abruptness, the clutch in our test bike fried itself to a well-done crisp on only its third dragstrip launch. And the replacement clutch threatened to do likewise, forcing enough change in our holeshot technique to raise the ETs. Honda is investigating this problem, the solution to which we will report as soon as we know it. But that failure was not enough to dim our admiration for the Sabre's engine, for we still feel that it is one of the most remarkable and logical powerplants ever to reside in a motorcycle. And it can only get better with the passage of time.

By comparison, the chassis of the Sabre seems almost mundane, although it does boast several noteworthy features. The rear suspension is an air-assisted, damping-adjustable Pro-Link single-shocker; and the front fork incorporates a bolt-on aluminum anti-tweak brace across the tops of the slider legs, plus a TRAC (Torque Reactive Anti-dive Control) mechanism on the rear of the left slider. The double-downtube frame's left-side cradle tube unbolts for easier engine R&R, and that removable section of frame also serves as a coolant delivery pipe to the water pump in the engine.

In terms of critical chassis dimensions, the Sabre differs considerably from the CB750F. It has a 1.5-inch longer wheelbase, a 2.5-degree greater steering head angle and seven millimeters of additional front wheel trail. That's not surprising, however, since a bike with a lower center of gravity (*cg*) generally needs slowed-down steering characteristics in order to have adequate stability. But you may be shocked to learn that the Sabre's crankshaft actually sits *higher* in the chassis (by anywhere from .5 to 1.3 inches) than the cranks in the inline fours.

# Computerized Instrumentation: All You Need To Know...And More.

• Of the half-dozen or so new motorcycles equipped with computerized LCD (liquid crystal display) instruments, none warrants their presence more than the Sabre. After all, what better showcase for tomorrow's instrumentation than the bike powered by tomorrow's *engine?*

The Sabre is not, of course, the first motorcycle to employ LCD digital readouts, a microprocessor-controlled monitoring system or, for that matter, a speedometer and tachometer of the electric persuasion. But Honda is the first to capitalize on the latter feature's absence of restrictive speedo/tach cables by allowing the viewing angle of the Sabre's entire instrument pod to be easily adjusted simply by tilting it back or forth (within about a 25-degree range) by hand.

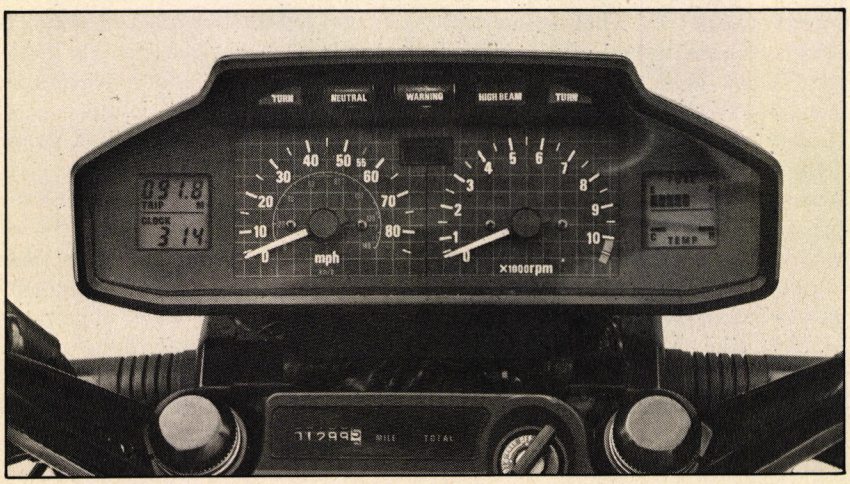
Another Sabre first is its LCD tripmeter, a digital readout that occupies the top half of a little square window on the left side of the pod. The odometer, meanwhile, is mounted on a separate panel atop the upper triple clamp and is of conventional mechanical design so that its mileage readings cannot be easily turned back. Below the tripmeter is a digital clock that also functions as a stopwatch. Two pushbuttons atop the left handlebar switchbox control the clock's functions—one starts and stops the timer, the other zeros the timer and switches the display back and forth between clock and stopwatch modes. And to prevent someone using your Sabre to time his three-minute eggs when it's left unattended, none of the clock's buttons (as well as the one that resets the tripmeter) are operational when the ignition is off. The clock does, however, continue to display (as does the tripmeter) and keep time when the key is off.

On the opposite side of the pod is a pair of eight-segment LCD analog gauges, one for fuel level and another for engine coolant temperature. Their little square window is blank when the key is off; but once the ignition is clicked on, all eight segments on each gauge display momentarily—a self-checking process—before showing the actual readings.

Rounding out the package is a monitoring system that utilizes motorcycling's first dot-matrix LCD readout. This is a window that contains 133 little LCD dots (19 across and 7 high), each of which can be displayed independently to spell out a word and not just show a number. The advantage is that just one window can display the names of all the functions being monitored rather than needing a separate window for each function.

As soon as the engine is started, the system goes through a self-check, first illuminating its red warning light for one second before displaying the names of the functions (T.LGT., H.LGT., WATR., BATT., FUEL, OIL) one at a time for one second each. Thereafter, the window serves as a gear-position indicator until one of the functions needs attention, at which time the warning light blinks for 10 seconds before glowing steadily, and the affected function's name appears in the window. A push of the "lamp reset" button on the lower panel turns out the warning light, although the affected function's name stays on display until the problem is remedied. You can also send the system through a complete self-check anytime you wish by punching the "check" button on the panel.

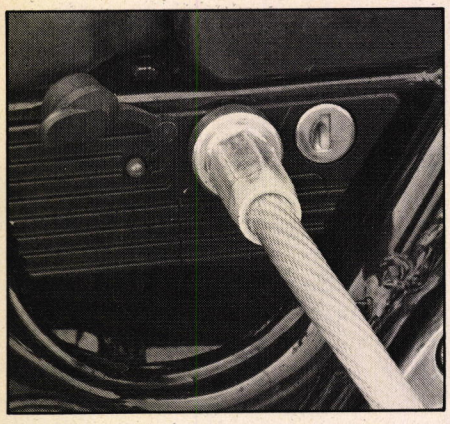
Essentially, the Sabre's instrumentation isn't much different from that used on Yamaha's 750 Seca and 920 Virago. But the dot-matrix readout does make more-efficient use of space on the panel, and the stopwatch can have scores of amusing if not totally practical uses. And on those extended-length rides, a little amusement can go a long way. —*Paul Dean*

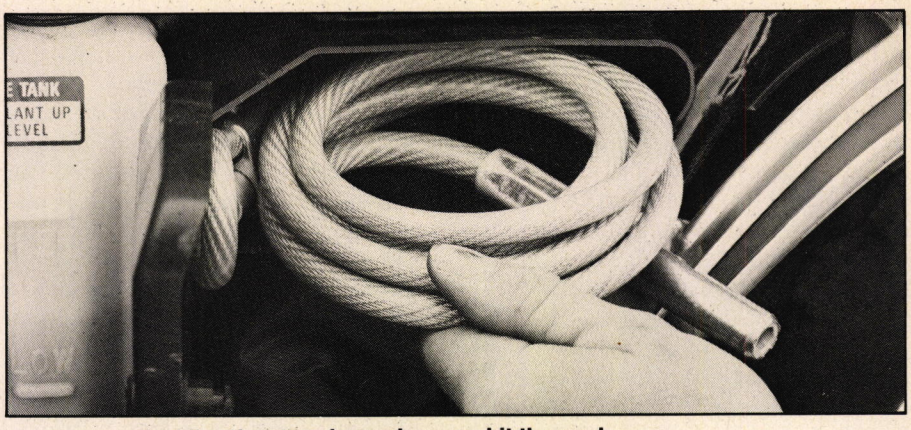



**133-dot matrix displays readout on seven separate functions**

*Showing graphically not only state-of-the-motorcycle but state-of-the-art.*

*Continued*






**The Sabre's fiber-optic cable and alarm system can secure the bike, then tag along when you hit the road**

*A determined crook can take anything, but stealing the Sabre may be about 90 dB more than he bargained for.*

The reason is that not only is it possible to have steering geometry that's too quick, the the *cg* can be too low, as well. Either condition can leave you with a bike that turns corners with lightning quickness but is much too easily diverted off-course when traveling in a straight line. And since Honda wanted a do-everything 750 and not a nervous purebred racer, the Sabre had to be made stable as well as nimble. So its dimensions were stretched out and the engine was not specifically designed to locate the crank (usually the heaviest part in the engine and the component around which everything else must be positioned) as low as possible. Anyway, since the front cylinders are almost horizontal and the short stroke yields a low cylinder height—plus the fact that the engine weighs 10.5 pounds less than a 750F motor—the *cg* is plenty low.

You can't fully appreciate just *how* low, though, until you give the Sabre a decent workout on a twisty road. It's rock-steady at high speed in a straight line, yet is perfectly willing to be tossed over into a hard turn at the slightest intentional provocation. The machine feels lighter than its 511 pounds, a sensation that is most apparent when you flick it from side to side through a fast S-bend—or slightly overshoot a corner and have to find that extra little bit of lean angle. And there's enough cornering clearance to make banging any of the undercarriage off of the pavement decidedly difficult, especially when the suspension is on its firmer settings.

With that kind of low-effort handling going for you, aided by the endless torque output of the motor, it's easier to maintain a seven- or eight-tenths pace in the twisties aboard a Sabre than on any of the inline 750s. You can develop a smooth, fast rhythm for sweeping into and out of the corners gracefully without a lot of gearshift tap-dancing and bodily athletics. But unfortunately, working yourself up to around nine-tenths starts asking more of the chassis than it can deliver; and ten-tenths just flat feels uncomfortable. The rear end then wallows around a lot, especially when the throttle is snapped shut or the superb brakes are tapped when the bike isn't perfectly vertical. In short, you quickly become aware that the Sabre is not the answer to a canyon racer's prayers.

It's difficult to pinpoint the exact reasons for this less-than-brilliant behavior; but much of it seems to stem from a mild shortage of rebound damping in the rear shock, and so the rear end can pump up and down too freely under the load of hard cornering. And the typical chassis gyrations induced by the shaft drive just contribute to the problem—although Honda has, through the use of a longish swingarm and relatively short wheel travels, minimized that behavior.

Don't forget, though, that the Sabre is meant to be more than just a definitive corner-bender, and as such, the finer points of its handling have been somewhat dulled in the process. But if the handling was compromised to enhance the long-distance comfort quotient—which it undoubtedly was—it's a shame that the bike doesn't ride better. It soaks up the bigger, rolling bumps nicely, but the littler chops and ripples defeat the suspension altogether. So any illusion of ultra-smoothness created by the state-of-the-art engine is too often shattered by the suspension's inability to respond to small, abrupt inputs.

That lack of compliance, and the engine's inprudent use of fuel (39.9 mpg average, five to seven mpg less than on the typical inline 750) are, however, the only things that seem incongruous with the Sabre's long-distance aspirations. The seat, for instance, doesn't feel particularly comfortable at first, but it nonetheless manages to keep you from squirming in pain when you have to park atop it all day. Neither is the riding position necessarily ideal for long-haul luxury (grips and pegs a bit high in relation to the seat), but it's not off the mark far enough to bring about any significant discomfort.

Boredom, though, can take its toll on those long rides; so for your entertainment out on the road, the Sabre has a full complement of high-tech LCD instrumentation (see story, pg. 55). High-tech also aptly describes the Sabre's F.O.I.L. (Fiber Optic Integrated Lock), the most sophisticated anti-theft system ever included as standard equipment on a motorcycle. It consists of a special steel security cable that plugs into a small self-powered control box on the left side of the bike. The cable has a light-transmitting fiber optic inside, and if it is cut or unplugged without first switching off the system with the ignition key, a loud beeper is activated. And since the system depends on the light passing through the fiber optic, the cable cannot be "jumped" with a piece of electrical wire.

That could prove invaluable on a motorcycle that's as likely to become prime burglar-bait as the Sabre. But if this bike truly does end up on every moto-rustler's most-wanted list, it will have gotten there strictly by dint of its engine. For if the vee-four were plucked out of the chassis and replaced with any modern inline four, the Sabre would then be just another pretty face, a nice motorcycle that looks good but does nothing exceedingly well other than stop easily and contrallably.

With the vee-four, though, the Sabre is exciting, competent and just plain pleasant. Because in every area of performance that is even remotely dictated by the engine, the Sabre forces no compromises, allowing the rider to have his cake and eat it, too.

So there's no doubt about it: The motor is the message on the Sabre. And what it's telling us is that tandem vee-fours are about to become a staple in the motorcycle supermarket. Soon. Very, very soon. •

# Ride Review

• It's interesting how appearances can be so deceptive. Case in point: the V45 Sabre. At first glance, and before throwing a leg over it, the bike looked straightforward enough; nothing ergonomically out of the ordinary. Even the first few times I rode it, I didn't fully notice the difference. But when the realization hit, I wondered how I ever could have missed it in the first place. When you ride the Sabre, you're not so much *on* the bike as you are *in* it. It's subtle, but it's there nonetheless. And this feeling can't be directed at any single cause, either. On the Sabre, it comes from a stack-up of factors—the design of the seat, the size and shape of the tank and the height of the handlebars. They all come together to give me the feeling that I'm sinking in up to my shoulders. That's par for a custom, but it's out of place here.

*—Joe Kress*

• Most motorcycles can hide their chassis problems behind a veil of engine noise and vibration. Not the Sabre. It has such a silky smooth and silent motor that there's nothing to distract your attention from the jolts and bumps coming through the suspension.

The motor's impressive torque delivery did distract me for a while. And then I spent a few rides staring at the lights, clocks and gauges flashing at me from the instrument cluster. But once I got bored with the good points I started noticing the suspension.

It's not the harshest front and rear end around—the Suzuki Katana takes that award—but because everything else is so smooth, the Pro-Link rear end and anti-dive fork feel harsher than they are. So now I don't know if the motor is too good or the suspension not good enough.

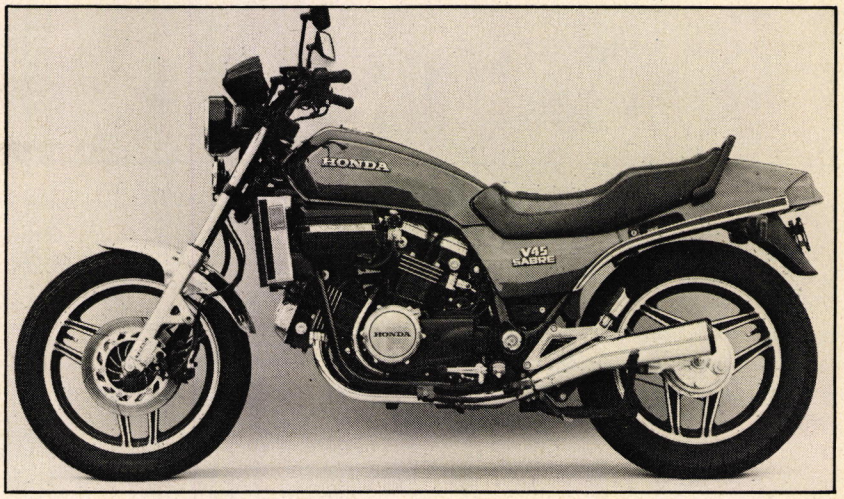
*—David Dewhurst*

• When Honda unveiled its CB750 in 1969, I remember craning my neck in the dealership, trying to get a clear look at the engine that was going to put the vertical twin out of business. Then followed a slew of transverse fours. They seemed like they'd be around forever.

But looking at Honda's new Sabre—and even better, riding it—convinces me that while transverse fours might never drop out of sight, their role as the predominant engine design is almost over. And while sheer nostalgia might provoke a moment of sympathy for those in-liners, a selfish streak of pragmatism tells me that we'll be better off for it. On paper, the tandem vee-four offers clear design advantages, all of which the Sabre bears out. To me, anyway, from the saddle of the Sabre it looks as if the best is still to come.

*—Larry Works*

# Honda V45 Sabre




## SPECIFICATIONS:

**IMPORTER:** American Honda Motor Company
100 West Alondra Boulevard
Gardena, California 90247

**CATEGORY:** street

**SUGGESTED RETAIL PRICE:** $3398

**ENGINE**

Type ..... liquid-cooled four-stroke tandem vee-four
Valve arrangement ..... double overhead camshafts, four valves per cylinder
Bore and stroke ..... 70.0mm x 48.6mm
Displacement ..... 748.1cc
Compression ratio ..... 10.5:1
Carburetion ..... four 32mm Keihin constant-vacuum
Air filter ..... dual washable oiled foam elements
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system ..... 12-volt; alternator, voltage regulator, rectifier

**DRIVETRAIN**

Primary drive ..... straight-cut gears; 1.737:1 ratio
Clutch ..... hydraulically operated, wet, multi-plate
Transmission-to-driveshaft ..... spiral-bevel gears; 1.188:1 ratio
Driveshaft-to-rear-wheel ..... spiral-bevel gears; 3.400:1 ratio

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.294 | 16.095 | 4.8 |
| II | 1.619 | 11.359 | 6.8 |
| III | 1.292 | 9.065 | 8.5 |
| IV | 1.074 | 7.535 | 10.2 |
| V | 0.897 | 6.293 | 12.2 |
| VI | 0.750 | 5.262 | 14.6 |

**SUSPENSION/WHEEL TRAVEL**

Front ..... air-spring, 37mm stanchion tube diameter, brake-actuated hydraulic anti-dive/5.2 in. (133mm)
Rear ..... Pro-Link, air-spring, 3-way adjustable rebound damping/4.3 in. (110mm)

**BRAKES**

Front ..... dual single-action hydraulic calipers, 10.9-in. (276mm) discs
Rear ..... drum single-leading shoe, rod-operated

**TIRES**

Front ..... 110/90-18 61H Bridgestone Mag Mopus L303
Rear ..... 130/90-17 68H Bridgestone Mag Mopus G508

**DIMENSIONS AND CAPACITIES**

Weight ..... 511 lbs. (232kg)
Weight distribution ..... 47.4% front, 52.6% rear
Gross vehicle weight rating (GVWR) ..... 950 lbs. (431kg)
Wheelbase ..... 61.8 in. (1568mm)
Seat height ..... 31.1 in. (790mm)
Handlebar width ..... adjustable from 24.5 to 28.7 in. (622 to 729mm)
Footpeg height ..... 12.8 in. (325mm)
Ground clearance ..... 6.8 in. (173mm), at exhaust crossover
Steering head angle ..... 29.5 degrees from vertical
Front wheel trail ..... 4.6 in. (117mm)
Frame ..... tubular mild steel, double front downtubes
Oil capacity ..... 3.2 qt. (3.0*l*)
Fuel tank ..... steel, 4.8 gal. (18.0*l*), including 1.2 gal. (4.5*l*) reserve
Instrumentation ..... speedometer, tachometer, odometer, LCD tripmeter resettable to zero, LCD clock/chronograph, LCD fuel gauge, LCD temperature guage, LCD monitoring system

**PERFORMANCE**

Fuel consumption ..... 29 to 47 mpg (12 to 20 km/*l*)
Average fuel consumption ..... 40 mpg (17 km/*l*)
Range, maximum ..... 139 to 226 miles (224 to 364km)
Range, reserve only ..... 35 to 56 miles (56 to 67km)
Speedometer error, 30 mph indicated ..... 29 mph actual
Speedometer error, 55 mph indicated ..... 54 mph actual
Best 1/4-mile acceleration ... 12.372 sec., 106.76 mph (172 kph)
Top speed (observed) ..... 128 mph (206 kph)
Stopping distance from 30 mph ..... 35 ft. (11m)
Stopping distance from 60 mph ..... 149 ft. (45m)

**WARRANTY:** 6 months unlimited mileage

**AVAILABLE COLORS:** Candy Burgundy Red or black

All weights and measurements are taken with machine unladen and fuel tank empty

## COMPARATIVE TEST DATA:

| Make | Quarter-Mile, sec/mph | Top Speed, mph | Weight, lbs | Stopping Distance From 60 mph, ft. |
|---|---|---|---|---|
| Honda V45 Sabre | 12.37/106.7 | 128 | 511 | 149 |
| Honda CB750F | 12.40/108.3 | 118 | 526 | 126 |
| Honda CB750 Nighthawk | 12.74/103.8 | 131 | 543 | 128 |
| Kawasaki KZ750 | 12.43/108.2 | 128 | 471 | 128 |
| Suzuki GS750E | 12.01/109.1 | 127 | 519 | 127 |
| Yamaha Seca 750 | 12.26/108.0 | 128 | 495 | 134 |

## NOTES FROM THE MOTOR MANUAL:

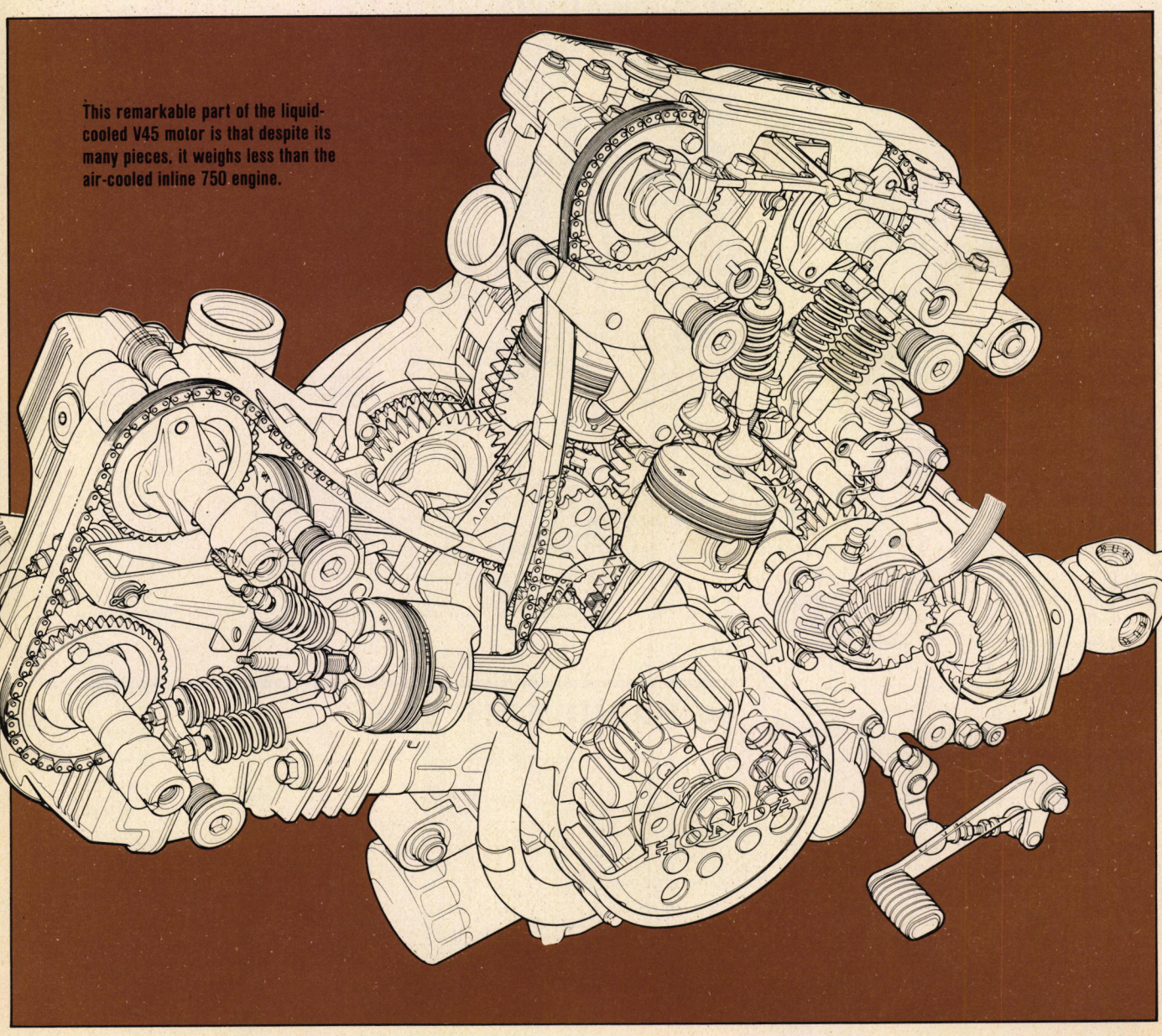
# Honda's V45 Engine

*Mixing the past and the present to suit the future to a vee.*

BY DAVID DEWHURST

To a purist, Honda's new liquid-cooled tandem vee-four is nothing more than engineering excess in a two-wheeled world that's already up to its turnsignals in technology. But the purists of 1969 felt the same way back when Honda introduced the transverse four; and that genre of motor eventually went on to rule the world of single-trackers, proving along the way that the increased complexity of four-cylinder engines was not The Beginning Of The End but rather the Beginning Of The Beginning of a bright new era of hyper-performance. Progress, it's called. And despite protests from the purists, the vee-four, too, will be a landmark achievement and motorcycling's next great engine.

Not even the staunchest supporters of The Old School can dispute the benefits of a motor just 16.3 inches wide (25 percent narrower than Honda's transverse four) and, despite the liquid cooling and shaft drive that the CB750 motor doesn't have, four percent lighter as well. That narrowness means that the cornering clearance did not have to be compromised; and with the two front cylinders lying almost hori-



**This remarkable part of the liquid-cooled V45 motor is that despite its many pieces, it weighs less than the air-cooled inline 750 engine.**

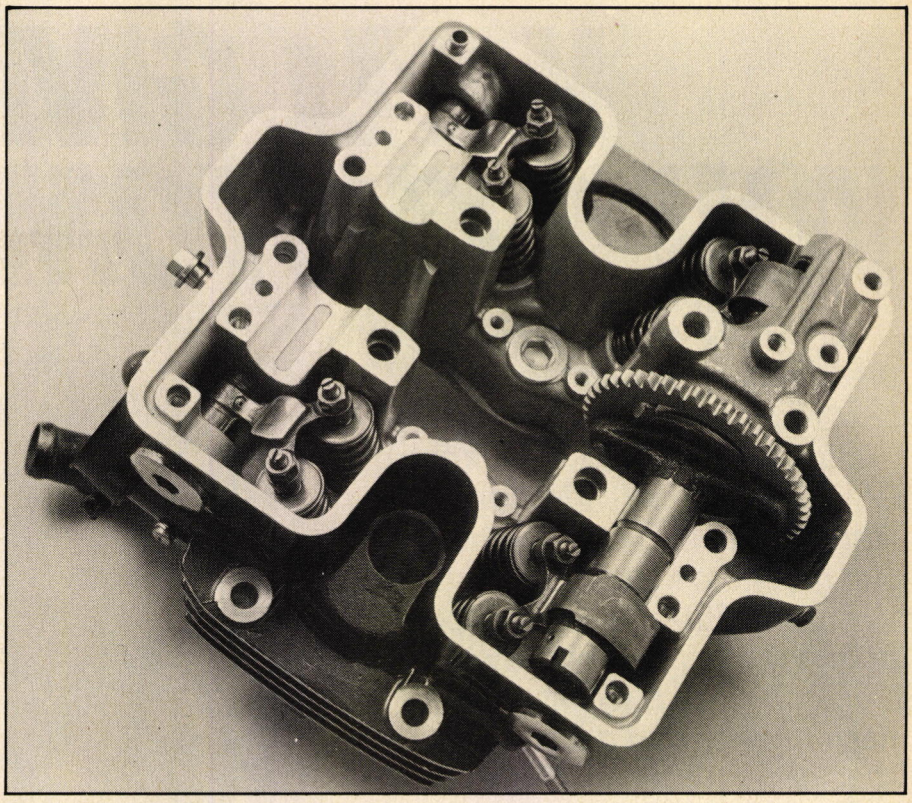
zontal, the bike's center of gravity is much lower than any transverse upright four would allow.

An equally important benefit of a 90-degree vee is that the normal primary imbalances generated by one half of the vee are perfectly canceled out by those of the other half. And because of the low piston speeds caused by the extremely short stroke of the V45 motor, there is very little secondary imbalance to tingle the rider's hands and feet. By cushioning that all-but-vibrationless motor in special rubber mounts, the vee-four Hondas can rank among the smoothest motorcycles ever built.

That highly oversquare bore-stroke relationship was dictated by Honda's desire to have both a relatively short motor in terms of overall cylinder height, and one that offered as much valve area as possible. The engineers ultimately settled on a bore dimension (70mm) that is more than 1.4 times wider than the stroke (48.6mm) is long—quite a difference when compared with the inline 750's perfectly square 62mm by 62mm dimensions.

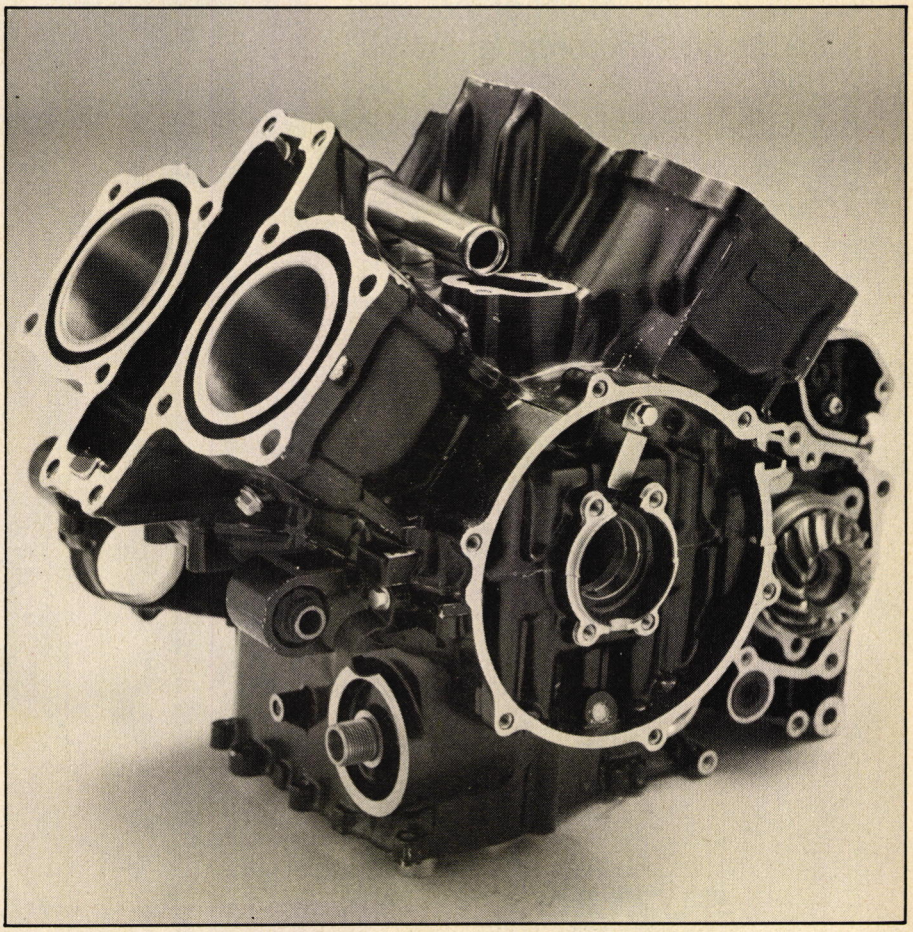
As planned, the short stroke has allowed the use of four large valves in each combustion chamber. The Stellite-coated 26mm intake and 23mm exhaust valves also have a narrow included angle (the angle between each opposing intake and exhaust valve) of 38 degrees. The latest technology in four-stroke engine design has proven that narrow valve angles are conducive to more efficient combustion and scavenging properties. Furthermore, the positioning of both of the V45's cylinder banks has allowed the intake passages to be a bit straighter (and thus less restrictive without as sharp of a bend in them), since the location of the carburetors—the main determinant of where the ports must begin—is not restricted by things like the bottom of the gas tank and the frame's backbone tubes.

Smooth flow didn't come easily, though, since Honda had to design a special carb that would work with its venturi in a vertical position (downdraft) on the V45's front cylinders as opposed to the need for conventional horizontal venturis on the upright rear cylinders. A conventional carb with its venturi in a vertical plane wouldn't suffice, since either the jets would not be submerged in fuel inside the float bowl, or if they were, raw fuel would simply dribble uncontrollably out of the bowl and into the intake tract. But rather than end up with two distinctly different carburetors on the same machine, Honda and Keihin developed *one* clever unit that has its jets and float bowl angled and positioned such that the same essential carb body can work in



**Chain-driven overhead camshafts rotate in plain bearings**

*Forked cam followers have easily adjusted screw-type ends.*



**Cylinders and upper crankcases are cast as a single, strong unit**

*Cast-in liquid-cooled liners can be rebored, but not replaced.*

*Continued*

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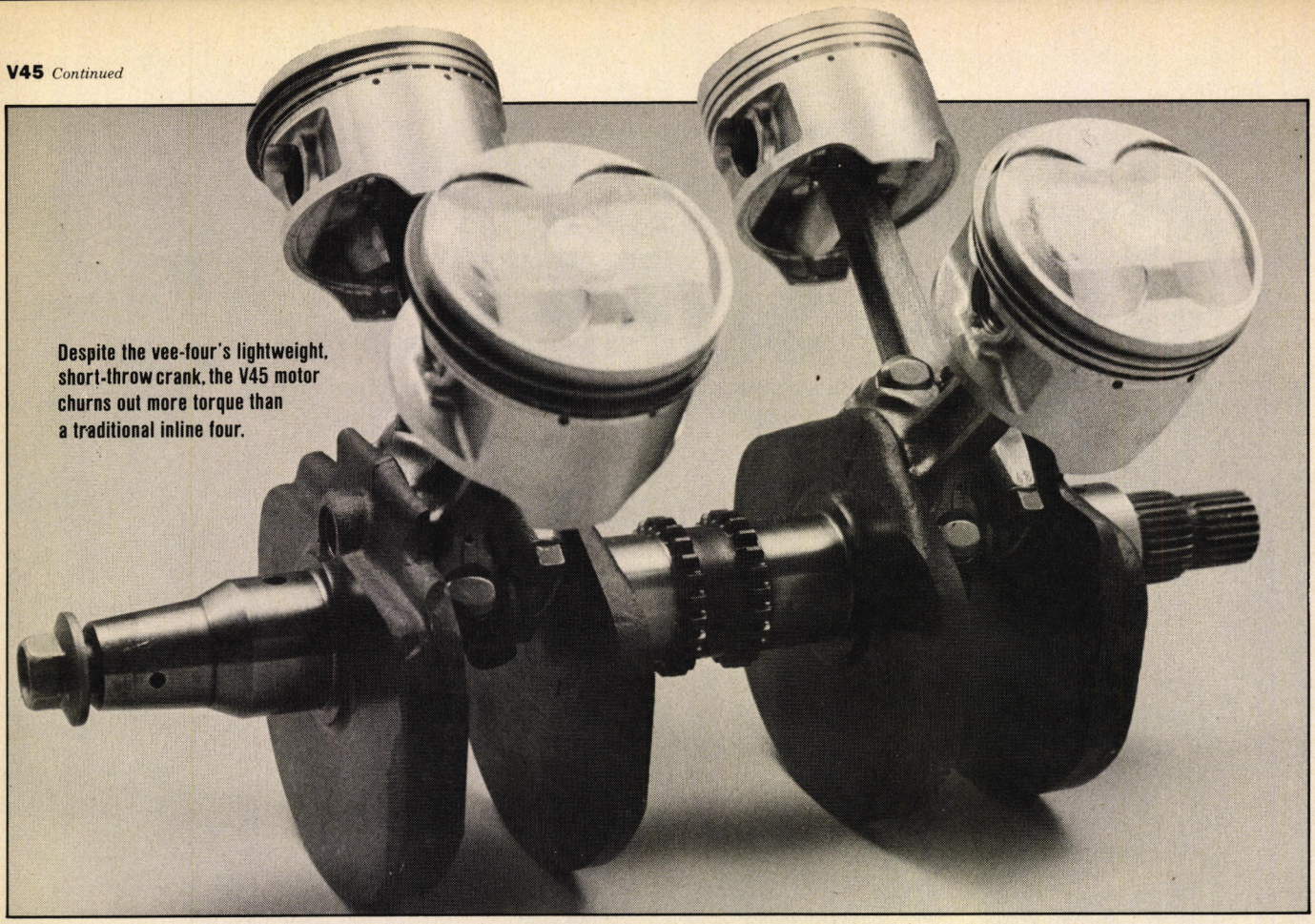


**Despite the vee-four's lightweight, short-throw crank, the V45 motor churns out more torque than a traditional inline four.**

both positions. These 32mm constant-vacuum carbs also use a new type of extremely flexible rubber diaphragm atop the slides instead of the usual alloy piston-type slide used on other Honda street bikes. The new rubber is claimed to let the slides be more responsive for improved fuel metering and to preclude the need for an accelerator pump.

Honda also has intentionally programmed some uneven airflow characteristics into the intake system. Each intake tunnel is aimed more at one of its pair of intake valves than at the other, thereby routing a bit more mixture through that one valve. This flow bias helps set up a swirl effect inside the combustion chamber that, among other things, reduces the chance of detonation in the high-compression (10.5:1) engine. The relatively flat-topped pistons offer little obstruction to the swirling charge, while squish areas on both sides of each chamber insure that the bulk of the mixture is concentrated near the centrally located sparkplug.

Controlling the cycle of events inside the vee-four's combustion chambers is one set of double overhead cams per bank of cylinders. And like on Suzuki's GS1100 and GS750 16-valve engines, the V45 has one cam lobe opening two valves by pressing on a forked rocker-type cam follower. Also like on the Suzuki, the V45's followers use screw-type valve-lash adjusters, which are easier and less expensive for the home mechanic to work with than the CB750F's shim-and-bucket system—although getting at the front cylinder's valves involves draining the coolant and removing the radiator.

Each cylinder bank's cams are driven by a single Hy-Vo-type chain threaded around the center of the crankshaft. And both chains are either tensioned or guided in any area where they're not wrapped around a sprocket. Honda has even patented a simple new self-adjusting chain-tensioner mechanism that is located inside of the loop made by each chain rather than outside of it, thus allowing the external dimensions of the cylinder castings to be smaller than normal. The self-adjuster works on the same principle as the small piece of metal on a screen-door closer that cocks sideways to hold the door open. A spring-loaded rod pushes the slipper block to draw the chain tight, but the locking tab then cocks sideways to prevent the rod from releasing any of the tension.

Further bulk was eliminated by casting all four cylinders and the upper half of the horizontally split crankcases as a single unit. Without the need for wide mating joint surfaces and a forest of through-bolts, the vee-four's upper engine case is very rigid. True, the cast-in steel cylinder liners cannot be replaced, but at least there are replacement pistons in four oversizes that you must go through before the cases need replacing.

It's interesting to note that while the integral cylinder/crankcase concept has more in common with automotive technology than with motorcycles, Honda wanted the V45 motor to *look* as much like a conventional air-cooled engine as possible. The reason being that their rider studies indicated a sales resistance to bikes whose engines looked more like industrial pumps than motorcycle powerplants. So the liquid-cooled cylinders were given purely cosmetic cooling fins highlighted with polished edges.

If that makes you wonder how, with such add-ons as cosmetic finning and liquid-cooling, the V45 engine can be lighter than the CB750 inline four, look no further than the crankshaft. The vee-four's shaft has only two wide crankpins, each shared by a pair of connecting rods, whereas the inline four's crank has a separate pin for each rod. The vee-four's crank therefore needs only four counterweights and four main bearings, whereas the inline crank has eight and five, respectively.

Moreover, to allow lighter and smaller transmission gears, the V45's primary drive spins the clutch and gearbox faster than the primaries on most motorcycles, thereby subjecting those components to smaller torque loads. The vee-four uses straight-cut primary gears driven by the right side of

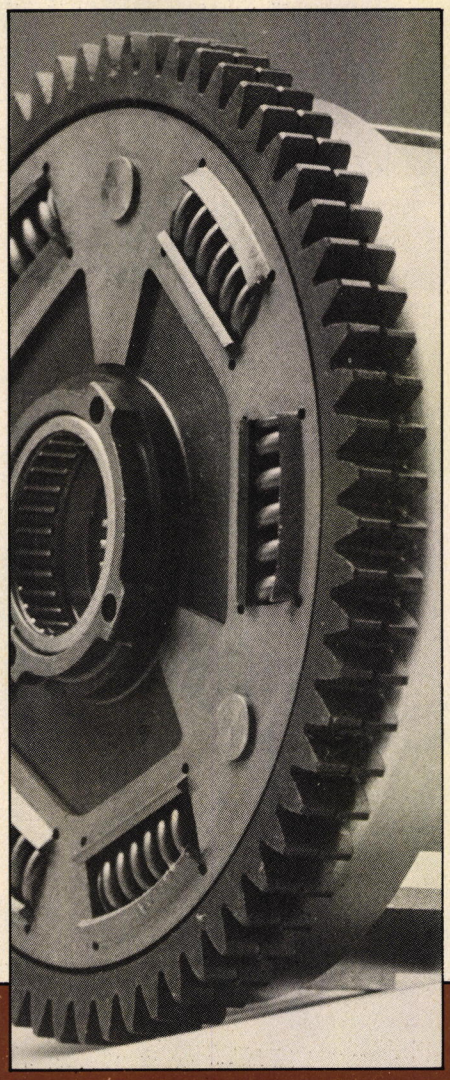
the crankshaft; but to reduce the loud gear rattle inherent in straight-cut reductions, the V45's primary driven gear on the clutch hub actually is *two* gears—one rigidly attached to the clutch basket and a narrower one spring-loaded so that its teeth are very slightly out of phase with the other's. This effectively pushes the two sets of gear teeth apart to take up the slight lash between the meshing gears that would normally generate the rattle.

The clutch itself is unusual only in that it is hydraulically actuated. A master cylinder on the left end of the handlebar operates a small slave cylinder on the left side of the transmission case, with a long pushrod extending through the mainshaft to the right-side-mounted clutch. The main advantage is that the clutch is self-adjusting, since the hydraulic system automatically compensates for clutch-plate expansion and wear.

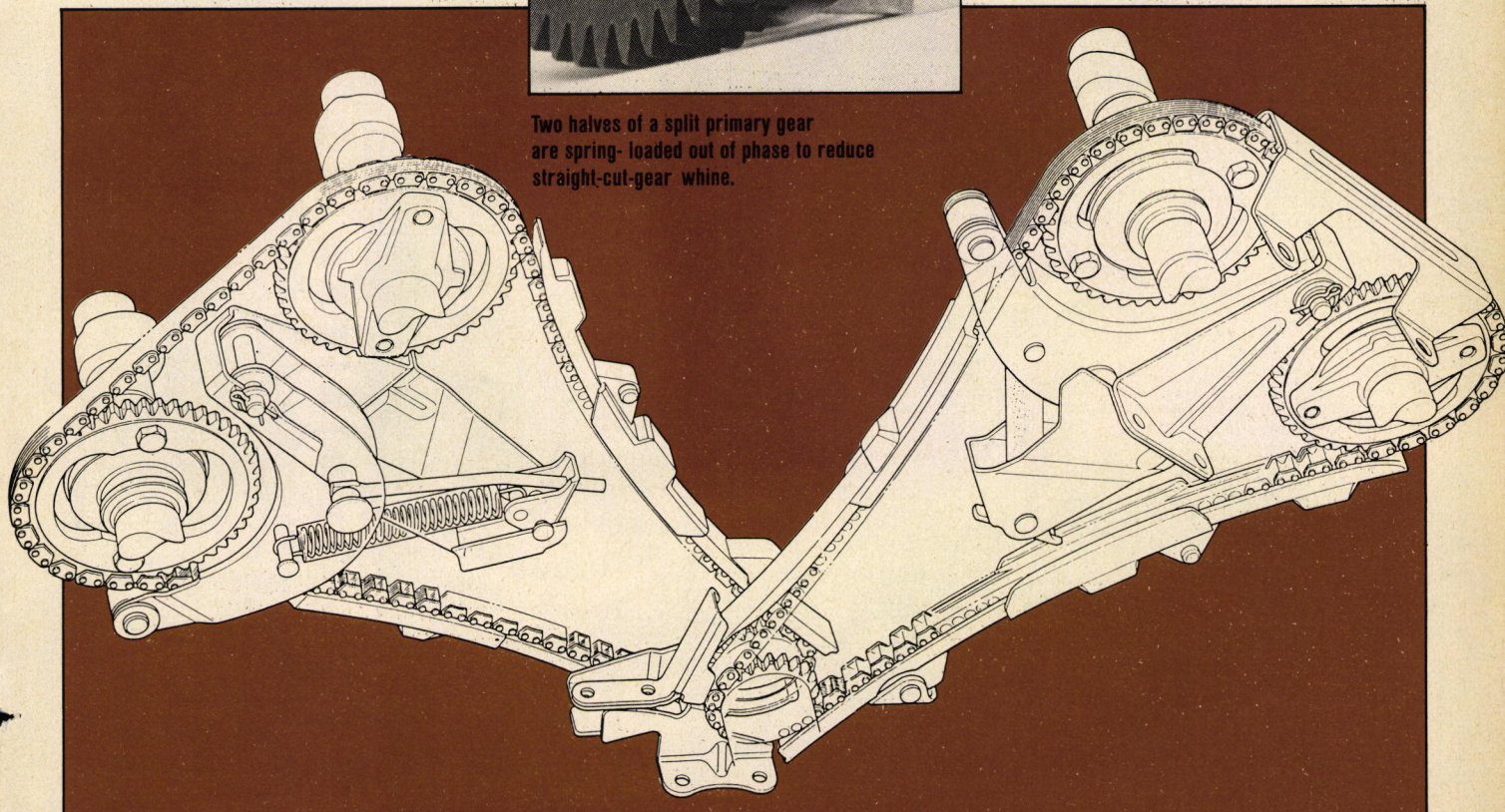
The rest of the drivetrain is remarkable only for its simplicity and the fact that it incorporates six gears. Honda calls sixth gear "overdrive," but that's a misnomer, since both fifth and sixth are overdriven (having an output-shaft speed greater than that of the input shaft); but it looks good on the sales literature. The transmission is minus any space-consuming jackshafts and cush-drive devices, though, so that the gearbox could be made very compact. That allowed the swingarm to be as long as possible and thereby minimize the up-and-down chassis-jacking that occurs on most shaft-driven bikes. There *is* a cush-drive shock damper in the system, but it's back on the driveshaft where it can take up the jolts in the driveline rather than taking up space in the gearbox.

So in the end, the purists have little to complain about, for the V45 cannot accurately be called engineering excess. It's simply a logical meshing of past and present technologies; and the fact that engines of this basic type are going to be the cornerstones of motorcycling in the coming decade is an indication of their practicality and not an indictment of their overcomplexity.

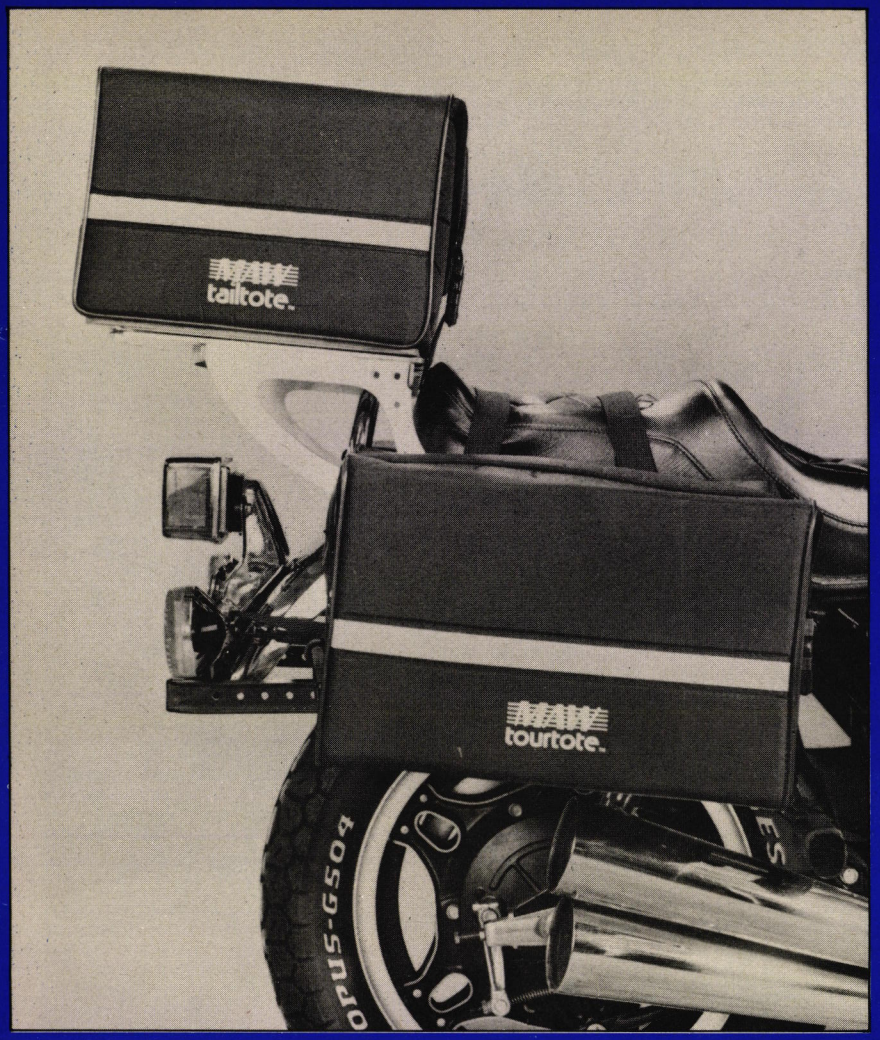
If you still doubt that vees of all sizes and configurations are the engines of the future, look around. Observe that Honda has just introduced a 250 and is rumored to have a 450, both of the vee-twin type. Honda also has NS500, NR500 and FWS1000R vee-type racers. Yamaha's 550 Vision makes it three vee models for that company, and Suzuki supposedly is about to jump onto the vee-motor bandwagon. So if you're still not a believer, well, you probably think newfangled ideas like rear suspension and electric starters won't catch on, either. •



Two halves of a split primary gear are spring- loaded out of phase to reduce straight-cut-gear whine.



Location of Honda's patented cam-chain tensioner inside the chain run helps save space without adding complexity.

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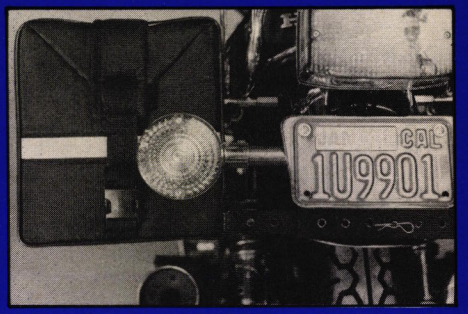


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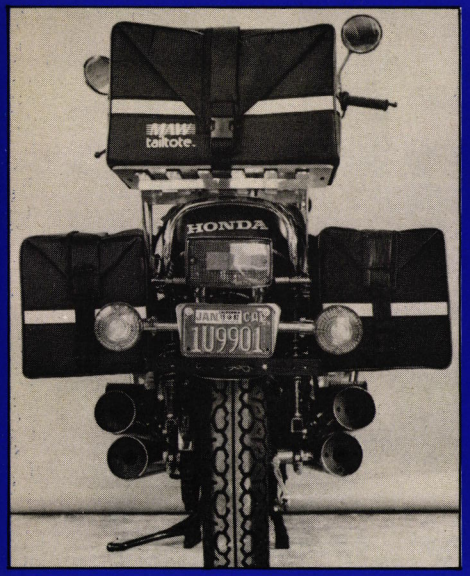


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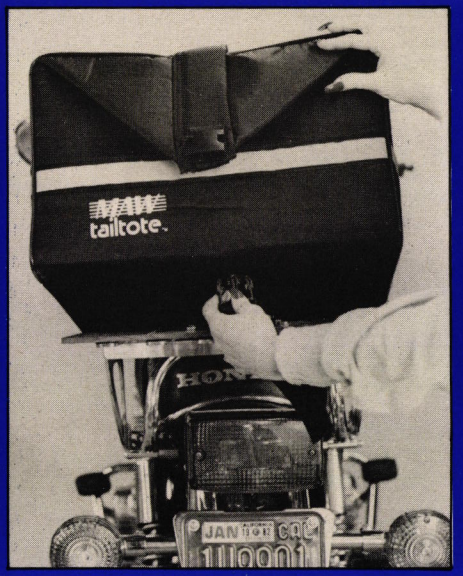


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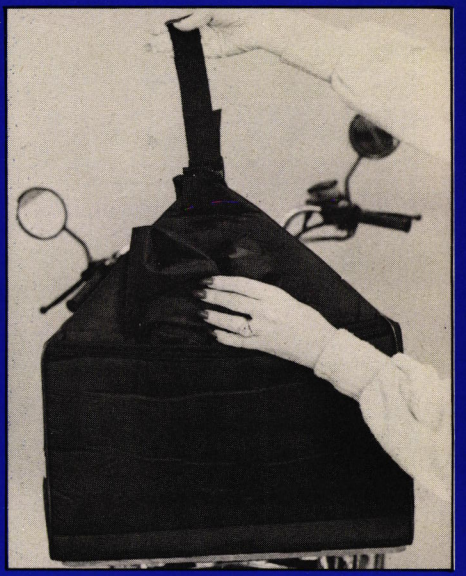

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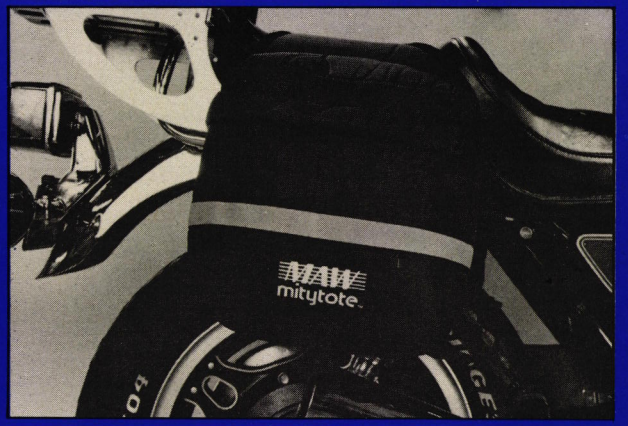


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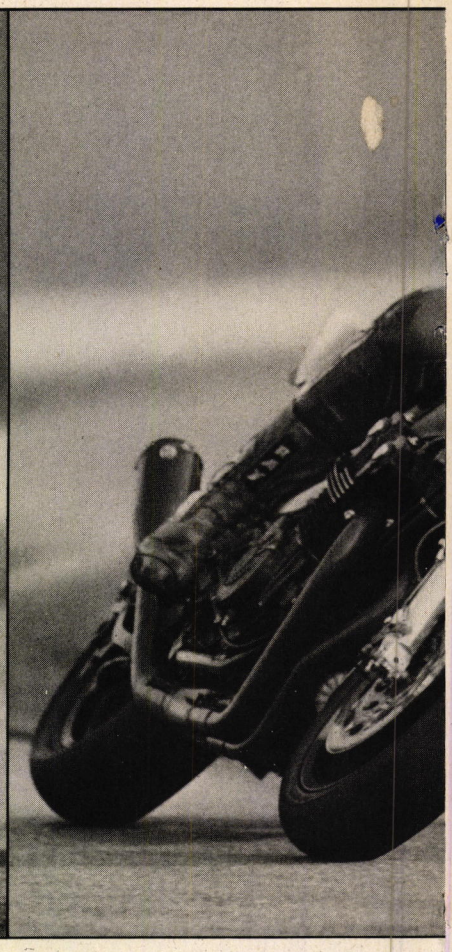

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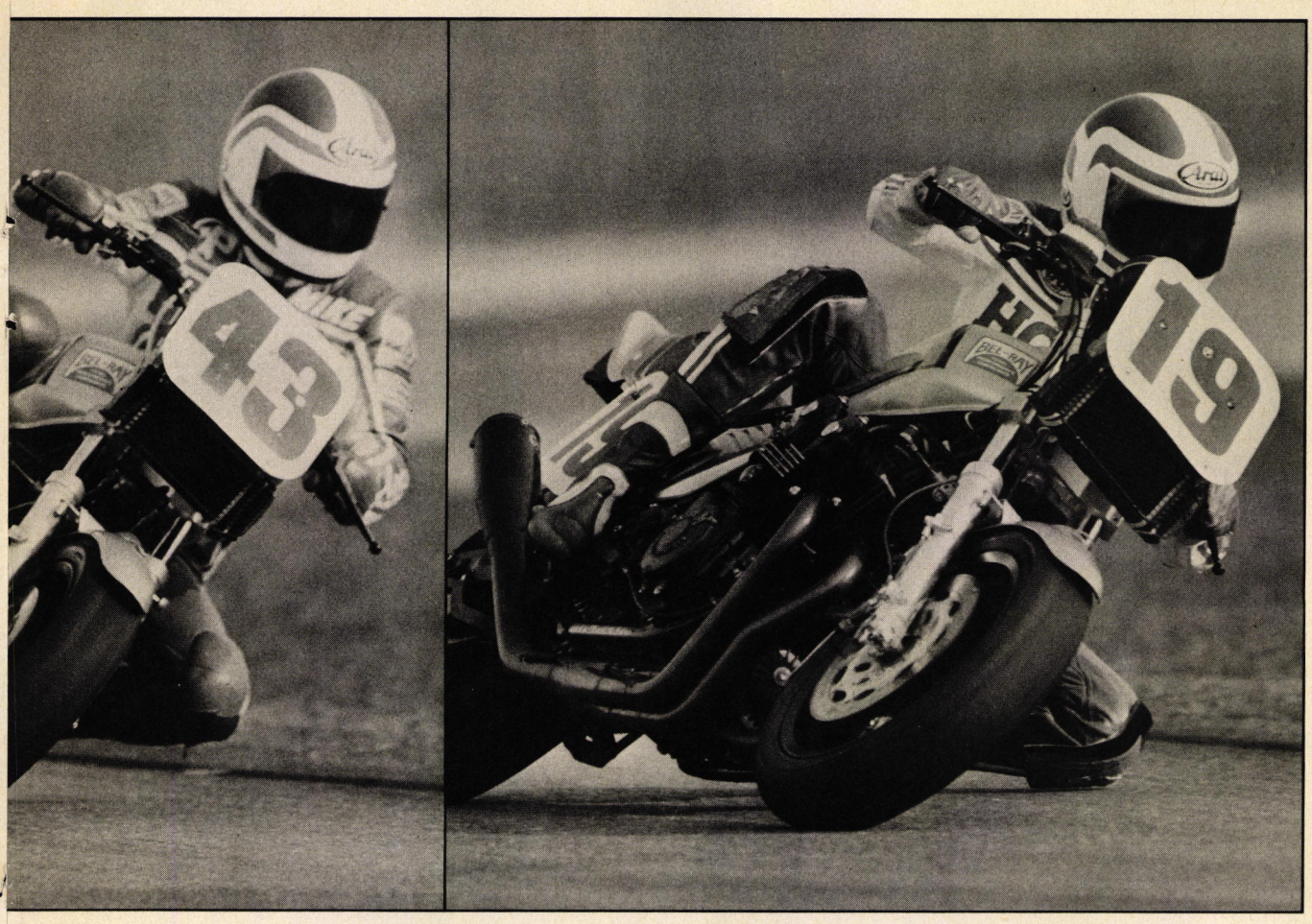


# ER. FASTEST.

accomplished it. From right to left above, they're Freddie Spencer, Mike Baldwin and Robert Pietri.

Of course, we'd also like to introduce what they accomplished it on. It's a sixteen valve, four cylinder double overhead cam motorcycle that's so fast it actually set a new track record while it was *practicing*.

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ROAD TEST:

# Honda V45 Magna

*"The message isn't that when better Harleys are made, Honda will make them, but simply that the classic American Roadster can be multinational, too."*

—**CYCLE GUIDE,** *November 1979.*

BY LARRY WORKS

Somewhere outside of Tokyo, away from the flash and hustle that is the Ginza, lies Little Milwaukee. You won't find it on any tourist map, and indeed, the locals deny its very existence. But it's there. And in that tiny transplanted bit of the American heartland, they understand the blinding spark that forever welded together a big vee engine and the thought of street cruising in the collective conscious of generations of American street riders.

Little Milwaukee didn't spring up overnight. A succession of factory customs, each a step closer to the original American role model, has been issuing from that region since the mid-Seventies. But despite the gradual increase of crypto-chopper design elements, from pullback bars to teardrop gas tanks and finally to big vee engines themselves, there's always been a reluctance to address Old Milwaukee outright.

There still is.

But with its 1982 Magna, Honda has taken a giant step closer to the original. And unlike the last vees to emerge from Little Milwaukee, Yamaha's 750 and 920 Viragos, Honda has chosen a more literal styling interpretation in emulating the archetype. While the Viragos displayed a few of their own hi-tech touches, including Monoshock rear suspensions, the Magna affects a cast-in-the-same-mold-as-Harley look. Understand, though, that despite the Magna's subtle and not-so-subtle styling licks—from oversize, Harleyesque shock mounts to a stash-pouch toolkit to the strangely familiar sweep of its sissybar, the Magna is still emulation, not reproduction. It isn't a cloning of the gear that made Milwaukee famous.

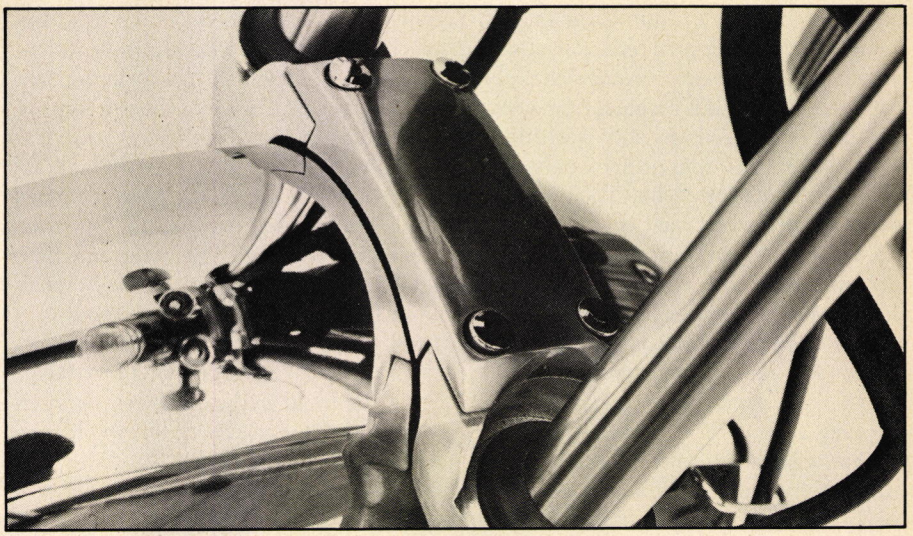
It couldn't be. For all the Magna's obvious adherence to the visual touchstones of the classic American street cruiser, be-

neath the cosmetic overlay it is a different breed entirely. True, the Magna's centerpiece is an eye-catchingly big vee, but its cylinders lie 90 degrees apart, not in the 45-degree configuration of a Harley-Davidson. And the Magna's powerplant, vee though it is, is liquid-cooled, with double overhead cams and four valves per cylinder—coupled to a shaft drive as well. Hardly a Harley—or even traditional—by anyone's standards. And consider the Magna's anti-dive front suspension, underseat secondary fuel tank, hydraulic clutch and six-speed gearbox. You won't find those on production Harleys—or as a part of the mystique of the all-American street bike.

No, those elements more properly belong to the genre of sport motorcycles, which must include the Magna as well. Its credentials for membership are not inconsiderable: Start from the fact that the Magna's engine is identical to the Sabre's, down to cams, valves and even internal gear ratios (see story page 58). Only the Magna's airbox, exhausts and final reduction ratio (to compensate for its shorter 16-inch rear tire) distance the two engines. Then add in double discs with Honda's twin-piston calipers and Torque Reactive Anti-dive Control to make better use of the brakes by slowing the bike's tendency toward fork compression under hard braking. What you've got in the Magna is a custom, all right, by virtue of the recognized sizes, shapes and general configuration. But what's underneath the makeup labels it a high-performance bike. Split the difference and call it a high-performance custom, and the way it delivers its performance is as remote from the classic American roadbike as the way it opens its valves.

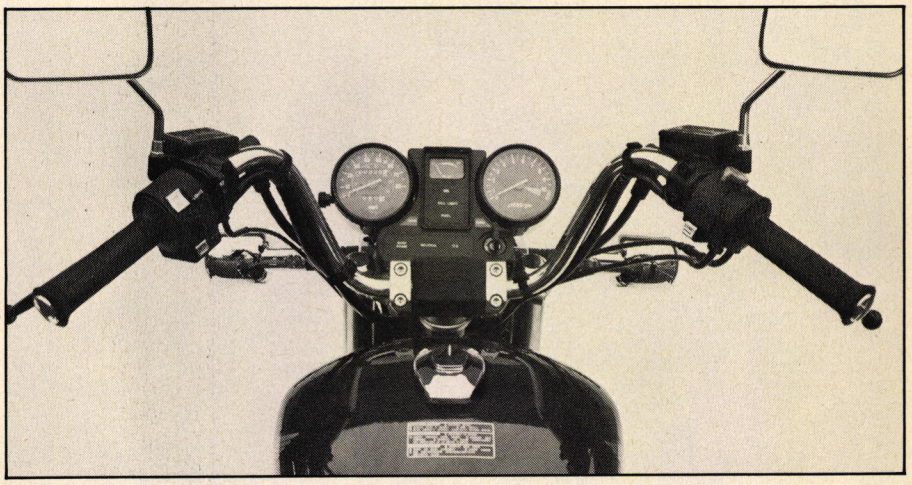
A touch of the Magna's starter button confirms the Honda's separate identity. With the thumb-operated choke full-on, a few seconds of starter whine is followed not by the rolling thunder of an H-D lighting up, but with a sound more like a BMW idling at three grand. Little mechanical noise on our test bike could be heard above the exhaust note—a function of the exhaust itself as well as the engine's coolant jackets.

Feeding in the Magna's hydraulically actuated clutch doesn't offer as much feel as working most mechanical clutches, and until you learn that the progression of clutch engagement is more rapid than most, rollaways from a full stop can be a little abrupt. It's a short learning experience, though, since the engagement is consistent and not jerky if the rider does his part. And if he doesn't, the lesson is likely to be equally short—by reason of a fried clutch. Our test bike devoured two cluches in eight dragstrip runs.



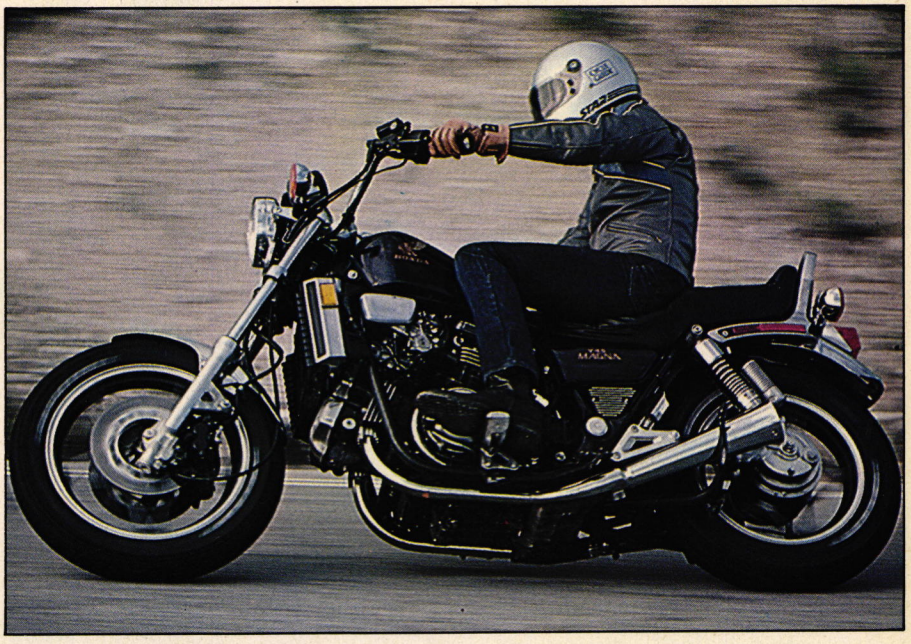
**OEM orthodontia fits the Magna's front fork with shiny new braces**

*No flexi-fliers here.*



**View from behind the buckhorns is all classic shapes and proportions**

*Belly up to the bar, boys.*



**Narrow vee-four configuration allows low center of gravity for easy lean angles**

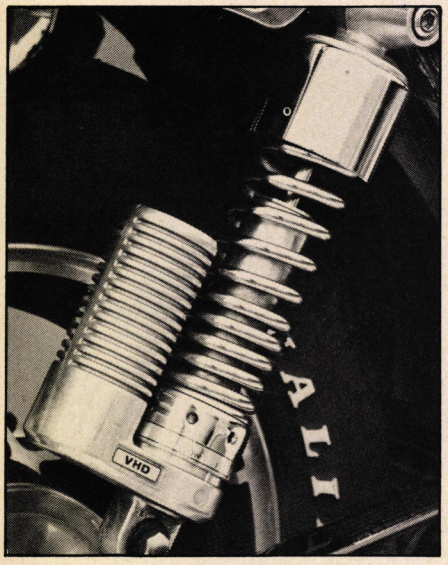
*Making the Magna one street cruiser that carries its act past city limits.*

*Continued*

Once the engine's running and in gear, though, there's a graphic reminder of why Honda built this vee-four in the first place. Considerable torque is on hand from about 3000 rpm on up, and any shift point up to the Magna's 10,000-rpm redline can be used without bogging the engine. The combination of the perfect primary balance of a 90-degree vee engine and rubber engine mounts means that precious little vibration reaches the rider. The engine's operation is so smooth that keeping an eye on the tachometer makes good sense, since the Magna happily will run into the red zone if you grab a handful of throttle.

That willingness to rev extends to the Magna's freeway attitude as well. Even lugging along in the Magna's tall sixth gear—"OD" for overdrive, as the blue indicator light on the dash panel calls it—the bike will accelerate strongly in response to throttle. All the while the mirrors are dead-calm; and with the reservoired rear suspension set at its softest preload and six-to-eight psi in the fork, the Magna offers a stable freeway ride that's still a touch too stiff at the rear end. The major machine glitch in cruising came when the Magna's bank of 32mm Keihin carburetors produced lean surge in steady running between 6000 to 7000 rpm. Our test Sabre (with identical carbs) suffered no such problems, so we will check out the Magna and report the findings in our After The Fact column.

But if machine shortcomings for highway cruising are few, among them must be counted the Magna's riding position, billed by Honda as "the most laid-back riding position yet designed for a custom motorcycle." While the exaggerated riding position, mostly the result of the bike's forward-mounted footpegs, works surprisingly well in casual sport, around-town or short-distance riding, it limits the Magna's effectiveness as a long-legged freeway mount. The hump in the seat offers welcome back-support, but the combination of pullback bar and forward footpegs turns a long haul on the Magna into just that: a long haul into the wind to stay upright. And after a few hundred miles of freeway riding, the required isometric posture takes its toll in tired shoulders and wrists.

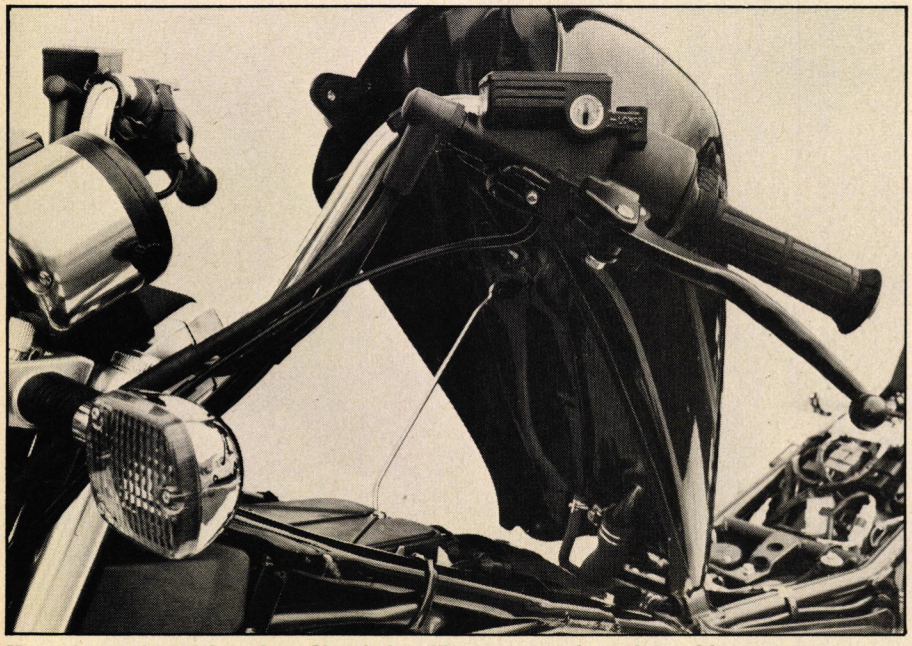



**VHD shocks set to lowrider preload**

*Styled mounts courtesy of H-D.*

**Stash pouch nestles into sissybar**

*Contours familiar to American riders.*



**Magna's version of American Classic has flip-up gas tank, replete with prop**

*And an underseat secondary fuel tank to keep the shapes shapely.*

Pure sport riding on the Magna is more successful, despite the radical riding position. A low seat height, low center of gravity and a narrow engine all made possible by the vee configuration make the Magna easy to heel over at speeds that will have other factory customs over their heads; and if undercarriage bits gouge the pavement—and they do—it's largely because the Magna reaches respectable lean angles with deceptive ease. The bike is rendered even easier to ride fast because of the full-flex powerband. There's no need to dig into the gearbox when simply rolling on the throttle—or yanking on it—will produce fast corner exits.

But you pay for an overactive throttle hand, in gas mileage figures that plummet from a high of 46 mpg at real 55-mph cruising to a low of 30 mph when the road beckons and you respond. The problem of mph is exacerbated by the fact that the Magna's petcock (located inboard of the rightside cover) has no reserve position. The reserve notification is handled by a fuel warning light, but one with no self-check circuit. You have to trust that the system will work when you're low on fuel. Our Magna's did, throughout the test, but the smoke-tint plastic panel that covers the warning bulb makes learning whether or not you've got any fuel left difficult in open daylight. The problem will go away as the rider learns the fuel limitations of his bike, but until then he faces a hike to the gas station.

Low mileage; no vibration; low-end torque and high-rpm horsepower; state-of-the-art brakes and a tandem vee-four? No, even by loose accounting the Magna, this product of Little Milwaukee, isn't *the* classic American roadster reincarnated or even approximated. Despite the lookalike exteriors, there are simply too many differences. But, armed with an engine that's the shape of things to come, the Magna promises to be *a* classic nonetheless. •

# Ride Review

• There's a question that's been rattling around in my head for some time, and now, with the Magna, maybe it'll get answered: What does America want more—a better Harley-Davidson or a *real* Harley?

That's also a loaded question, since I think I already know the answer. Which is that despite the fact that the Magna looks more like a Harley than anything *but* a Harley, and that you could pull two of the V45's plug wires and it'd still run circles around a Harley, a *real* H-D lover wouldn't touch one with a 10-foot sissybar. Because no manufacturer can possibly give a Harley-clone what it would take to lure an H-D devotee away from the real thing. What keeps these people on Harleys isn't something built into the motorcycle; it's something built into the rider. And Japan Inc. won't ever be able to install that into riders made in U.S.A. Inc.

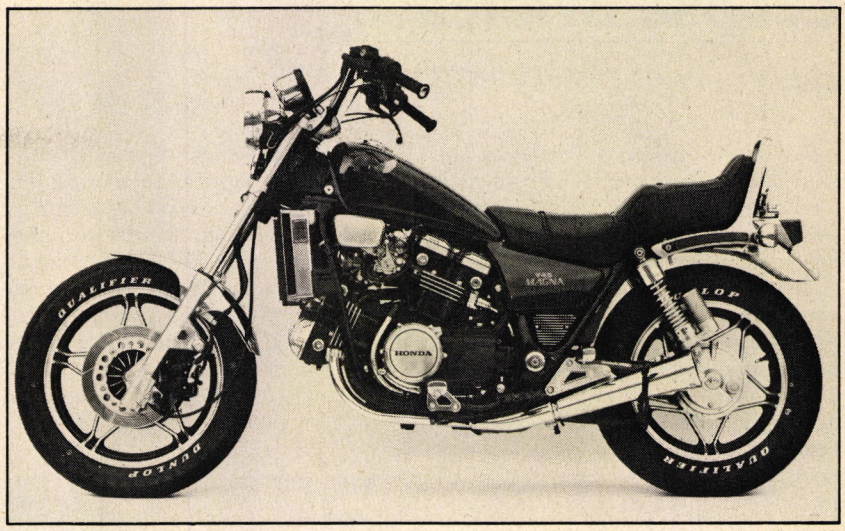
*—Paul Dean*

• With the Magna, Honda finally has done it. For years now the Japanese, Honda included, have been trying to build *the* American Cruiser bike. That attempt largely has been unsuccessful. Draping a teardrop gastank, pullback bars and a King and Queen seat over a for-the-most-part standard-fare transverse-four doesn't a boulveard-bike make. Not by a long shot. What about the Virago? Close, but not quite. That machine *could* have been the definitive Made-in-Japan American street cruiser, but a too-heavy hand with technowizardry spoiled its chances. Forged articulating handlebars, LCDs and CYCOM have no place on a motorcycle that purports to be American Nasty. But the Magna hits that bullseye dead-on. From the right angle, with the right light, this bike looks like it could have been made in Milwaukee. And that, after all, was the idea in the first place. *—Joe Kress*

• There must be a test rider at Honda who is of average height, but who has arms and legs less than 12 inches long. That's the only size rider who could be comfortable on the Magna V45. The Honda takes all the traditional characteristics of custom motorcycling to extremes. The bars come too far back, the seat is too far forward and the pegs seem poorly positioned.

But even so, the Magna is appealing, with low-end response that is more in league with 900cc machinery. And the styling is refreshingly different among the carbon-copy customs that have become so common. Combine that with a smooth ride and you have a bike that is fun both to ride and be seen riding. But after an hour of cruising, sharp pains in my back will remind me that either the Magna wasn't designed for me, or I wasn't designed for the Magna. *—Ron Lawson*

# Honda VF45 Magna




## SPECIFICATIONS:

**IMPORTER:** American Honda Motor Company
100 West Alondra Boulevard
Gardena, California 90247

**CATEGORY:** street

**SUGGESTED RETAIL PRICE:** $3298

**ENGINE**

| | |
|---|---|
| Type | liquid-cooled four-stroke tandem vee-four |
| Valve arrangement | double overhead camshafts, four valves per cylinder |
| Bore and stroke | 70.0mm x 48.6mm |
| Displacement | 748.1cc |
| Compression ratio | 10.5:1 |
| Carburetion | four 32mm Keihin constant-vacuum |
| Air filter | disposable paper element |
| Lubrication | wet sump |
| Starting system | electric only |
| Ignition | transistorized breakerless |
| Charging system | 12-volt; alternator, voltage regulator, rectifier |

**DRIVETRAIN**

| | |
|---|---|
| Primary drive | straight-cut gears; 1.737:1 ratio |
| Clutch | hydraulically operated, wet, multi-plate |
| Transmission-to-driveshaft | spiral-bevel gears; 1.188:1 ratio |
| Driveshaft-to-rear-wheel | spiral-bevel gears; 3.182:1 ratio |

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.294 | 15.063 | 4.8 |
| II | 1.619 | 10.631 | 6.8 |
| III | 1.292 | 8.484 | 8.5 |
| IV | 1.074 | 7.052 | 10.3 |
| V | 0.897 | 5.890 | 12.3 |
| VI | 0.750 | 4.925 | 14.7 |

**SUSPENSION/WHEEL TRAVEL**

| | |
|---|---|
| Front | air-spring, 37mm stanchion tube diameter, brake-actuated hydraulic anti-dive/5.2 in. (133mm) |
| Rear | 5-way adjustable spring preload/3.6 in. (91mm) |

**BRAKES**

| | |
|---|---|
| Front | dual single-action hydraulic calipers, 10.9-in. (276mm) discs |
| Rear | drum, single-leading shoe, rod-operated |

**TIRES**

| | |
|---|---|
| Front | 110/90-18 61H Dunlop Qualifier F11 tubeless |
| Rear | 130/90-16 67H Dunlop Qualifier tubeless |

**DIMENSIONS AND CAPACITIES**

| | |
|---|---|
| Weight | 507 lbs. (230kg) |
| Weight distribution | 45.9% front, 54.1% rear |
| Gross vehicle weight rating (GVWR) | 890 lbs. (404kg) |
| Wheelbase | 61.5 in. (1562mm) |
| Seat height | 29.8 in. (757mm) |
| Handlebar width | 28.5 in. (724mm) |
| Footpeg height | 12.4 in. (315mm) |
| Ground clearance | 6.5 in. (165mm), at exhaust crossover |
| Steering head angle | 30.0 degrees from vertical |
| Front wheel trail | 4.13 in. (105mm) |
| Frame | tubular mild steel, double front downtubes |
| Oil capacity | 3.2 qt. (3.0l) |
| Fuel tank | steel, 3.7 gal. (14.0l), no reserve |
| Instrumentation | speedometer, odometer, tripmeter resettable to zero, temperature gauge, tachometer, bulb-type monitoring system |

**PERFORMANCE**

| | |
|---|---|
| Fuel consumption | 30 to 46 mpg (13 to 20 km/l) |
| Average fuel consumption | 39 mpg (17 km/l) |
| Range, maximum | 111 to 170 miles (179 to 274km) |
| Speedometer error, 30 mph indicated | 29 mph actual |
| Speedometer error, 55 mph indicated | 53 mph actual |
| Best 1/4-mile acceleration | 12.344 sec., 105.88 mph (170 kph) |
| Top speed (observed) | 129 mph (208 kph) |
| Stopping distance from 30 mph | 29 ft. (9m) |
| Stopping distance from 60 mph | 124 ft. (38m) |

**WARRANTY:** 6 months unlimited mileage

**AVAILABLE COLORS:** Imperial Blue or Candy Maroon

All weights and measurements are taken with machine unladen and fuel tank empty

## COMPARATIVE TEST DATA:

| Make | Quarter-Mile, sec/mph | Top-Speed, mph | Weight, lbs | Stopping Distance From 60 mph, ft. |
|---|---|---|---|---|
| Honda V45 Magna | 12.34/105.9 | 129 | 507 | 124 |
| Honda CB750 Nighthawk | 12.74/103.8 | 131 | 543 | 128 |
| Honda CB750C | 12.68/105.3 | 128 | 530 | 131 |
| Yamaha 750 Virago | 13.28/99.8 | 105 | 481 | 132 |
| Yamaha 920 Virago | 13.34/99.4 | 111 | 509 | 146 |
| Harley-Davidson FXRS | 13.92/93.1 | 109 | 594 | 124 |

# PRODUCT EVALUATION:
# Eclipse Briefcase

*Bigger is not always better.*

• Most of the carrying gear that you can bolt, strap or permanently affix to your bike suffers from one basic shortcoming: It was designed to accommodate the long-hauler almost exclusively.

That wouldn't be much of a problem if your regular run were from Seattle to Savannah, but for most of us it isn't. And for the rest of us, that built-in touring predisposition poses a situation in which the quantity of packing space available comes before the quality of that space. It shows up dramatically if your day-to-day needs include hauling a collection of papers around with you. Stuff some organized 8½x11s into an average touring trunk and what you'll find when you arrive more closely resembles the contents of a wastebasket. One answer is to add organization *before* you install the paperwork. Something in the form of a briefcase that you don't mind getting scuffed up in the innards of a saddlebag or travel trunk. Or you could opt for a more elegant solution: the new Eclipse motorcycle briefcase.

Like the other items in the Eclipse line, the briefcase is made of Cordura nylon. And like the tankbags in Eclipse's collection, the briefcase attaches to an included tank-mount pad with three nylon buckles. What this new case offers that you won't find in other Eclipse bags (or in tankbags from any other source, for that matter) is carrying capacity matched perfectly to the needs of the moto-executive.

Inside the bag is a compartment for pens and pencils, two separate folder-holders and a zippered pocket that runs the length and width of the case. You even can find room between the interior pouches and the stiffening panels on the sides of the case to carry larger-format (up to about 16"x12") files or whatever. A three-sided zipper closure that lets the case open flat offers access to all that room.

What allows the new Eclipse briefcase to slide smoothly from the tank of a motorcycle into Execuland is that once the bag is removed from its backpad (which either stays on the bike or can be removed quickly), it is nothing more than a well-styled piece of personal luggage. And nothing less. The three nylon buckles slip into Velcro-tightened keepers that are out of the way on the back of the case, making the transition from two-wheel carry to bipedal carry almost unnoticeable. A leather wraparound grip secures both nylon handles—as well as adding a subtle touch of fashion.

Fashion licks wouldn't hold much water if the briefcase failed its motorcycle test, but the Eclipse case scores high marks *on* the bike as well as off. The case mounts to its tankpad in the same way as any other Eclipse tankbag, making it doubly handy for the rider who is already Eclipsed. Further, the case is only about four inches deep when filled; well out of the sweep of most handlebars. And once it's properly in place, even a fast pass through the twisty way home won't induce slippage between case and tank.

In brief, this new motocase is well-designed for the needs of the two-wheeled attaché. The Cordura nylon is water-resistant, and the side-stiffeners add even more weather protection. They also add more versatility to an already useful item, by letting the case retain its shape—and the shape of what's inside—even if you choose to bungee the case behind you instead of tank-mounting it. And at a suggested retail price of $55, even if you *don't* mount the case to your bike, you've still got a durable briefcase at a fair price.

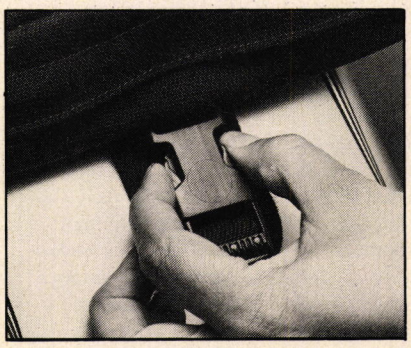
There's even a choice of colors. You can get the Eclipse motorcycle briefcase in black, tan, silver or navy from Eclipse, Inc., Dept. CG, P.O. Box 7370, Ann Arbor, Michigan 48107. *—Larry Works*

**Plethoral pouches offer room for every kind of file, folder, notebook and magazine**

*While tri-side slider offers access to all that room.*

**The motorcycle briefcase at home**

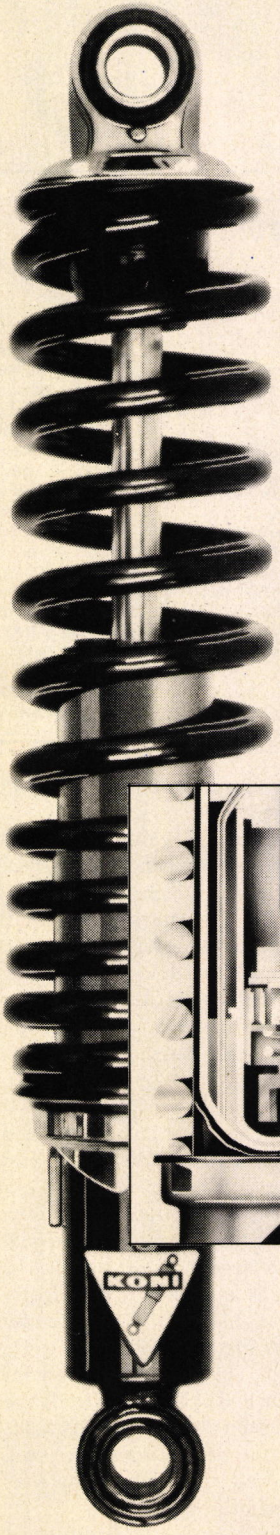
*A good fit even with low bars.*



**Buckles make case removal a cinch**

*And keep it in place for hard riding.*

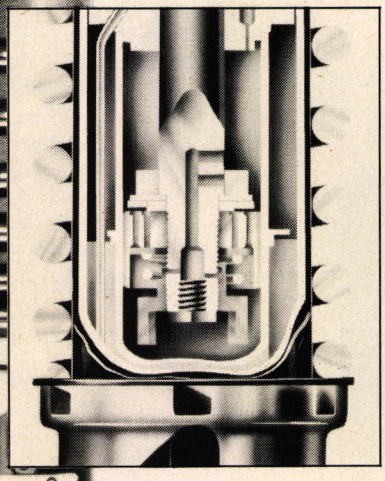
# KONI

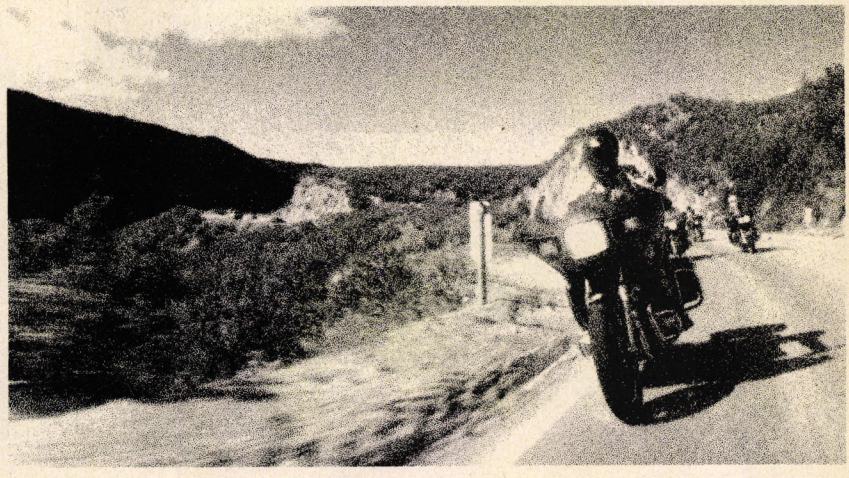



## The Shock of the Long Distance Rider

On short hops or in the long run, Koni motorcycle shocks are known for superior performance. For street riding or family touring the precision workmanship is obvious in better handling and road feel. Triple rate progressive springs maintain ride height and provide consistent comfort regardless of the load. Adjustable damping compensates for eventual wear. Koni shock enthusiasts say that even after a long day's ride you "still feel good".

But don't take our word for it. Ask a shock dealer to let you examine a Koni shock. Look at it. Hold it. See how precisely it is made . . . the strong, even welding. Notice that all critical components are machined from solid stock. All valve springs are Swedish music wire. You know you are looking at quality. Indefinable? Yes. But obvious for people who appreciate the best.





Koni is so confident and proud of their motorcycle shocks that they are the only manufacturer in the USA to offer a lifetime guarantee. Riders who invest in Konis know that they have shocks that cost less and last longer.

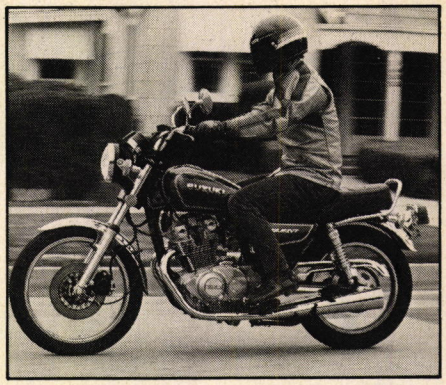
**INVEST IN THE LONG RUN... KONI.**

For more information, call or write:
Koni America, Dept. U, P.O. Box 40
Culpeper, VA 22701 703/825-4543

## MINITEST:

# Suzuki GS450T

*Economy-style performance.*



**SUZUKI GS450T**

**Importer:** U.S. Suzuki Motor Corporation
3251 East Imperial Highway
Brea, California 92621

| | |
|---|---|
| Category | street |
| Suggested retail price | $1649 |
| Engine type | four-stroke parallel twin |
| Valve arrangement | double overhead camshafts |
| Bore and stroke | 71.0mm x 56.6mm |
| Displacement | 448.2cc |
| Compression ratio | 9.0:1 |
| Carburetion | two 34mm Mikuni constant-vacuum |
| Gearbox | 6-speed |
| Front fork/wheel travel | 5.4 in. (136mm) |
| Rear shocks/wheel travel | 5-way adjustable spring preload/3.9 in. (100mm) |
| Wheelbase | 54.1 to 55.3 in. (1374 to 1405mm) |
| Seat height | 30.5 in. (775mm) |
| Weight | 389 lbs. (176kg) |
| Top speed (calculated) | 108 mph (174 kph) |
| Fuel consumption | 55 to 61 mpg (23 to 26 km/l) |
| Warranty | 12 months unlimited mileage |
| Available color | blue only |

• True, the Suzuki GS450T is *just a 450*. And 450s, as many riders quickly point out, are these days considered small motorcycles; bikes for beginner enthusiasts to earn their wings on. Econobikes.

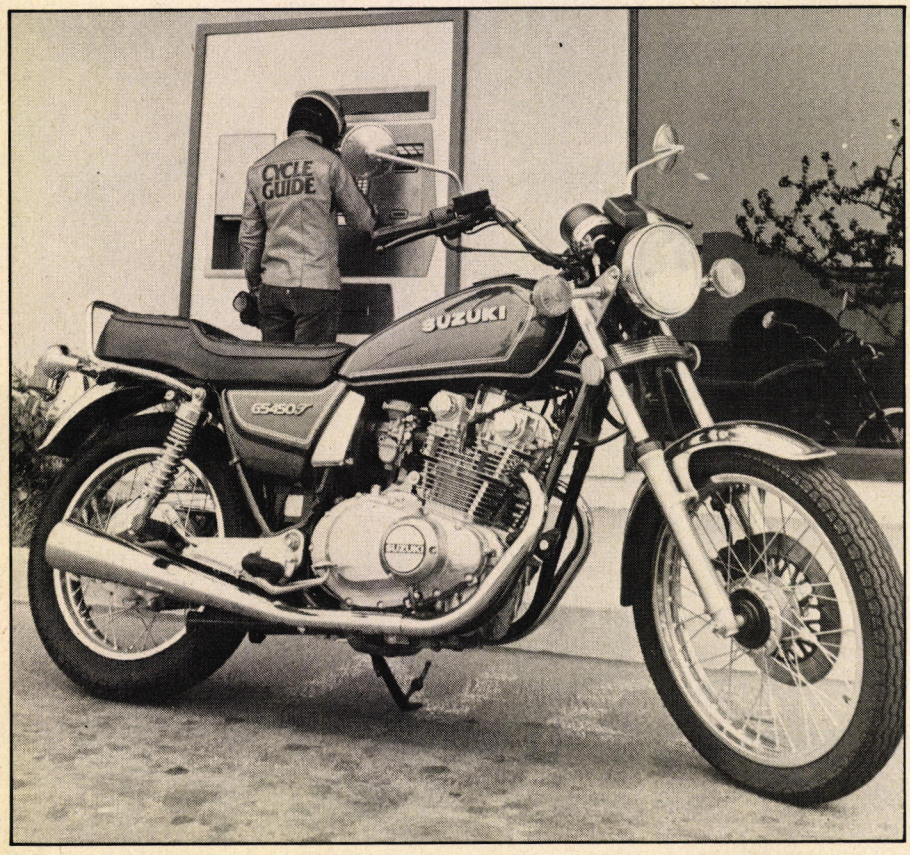
But the GS450T rates more than beginner's-bike or econobike status. It has features—electric starter, speedometer *and* tachometer, six-speed transmission, front disc brake, and plenty of chrome and metallic paint—that are not always found on other bikes in its class.

Its performance credentials, too, deserve more than econobike mention. The T will stay with a Yamaha RD400—the pocket-rocket of the Seventies—in a quarter-mile duel. It just presents its dragstrip statement a little differently. Whereas the RD400's narrow powerband pops it off the line like a quarterhorse on stimulants, the Suzuki's uniform four-stroke propulsion accelerates it with seemingly little effort.

The 450T's big-league performance roots itself in the DOHC vertical twin-cylinder engine that's fed by two 34mm Mikuni constant-vacuum carburetors. Gear-driven counterbalancers behind the plain-bearing crankshaft assure that the oversquare (71mm bore and 56.6mm stroke) engine revs smoothly to its 9500 rpm redline.

While the engine eagerly spins to redline, it's not so enthusiastic about cold-starting. The engine is hard to wake up on a chilly morning because the CV carbs have ultra-lean low-speed jetting in order to oblige the EPA. It takes full choke to rouse the 450, and the left-side lever must remain depressed for a few miles or minutes—whichever comes first—until the engine is warm.

The low-speed gremlins continue to pester the 450T during gentle acceleration. Although the 450T can storm off the line like a racer hell-bent on first place, it doesn't enjoy an easy rollaway in first gear. If you let out the clutch too quickly without feeding in plenty of throttle, the engine will stutter, or even stall. The best method to coax the 450T off the line smoothly is to use a healthy handful of throttle while slipping the clutch. Once the engine exceeds about 2500 rpm, it begins to operate smoothly, and there are no further problems.




**The bottom line is $1649 and 50-60 mpg for Suzuki's economy-sized GS450T**

*And you can take that to the bank.*

The T's engine is enjoyable above that 2500-zone. Its broad powerband and six-speed transmission minimize the chance of lugging the engine, and the bike cruises effortlessly at 55 mph. To inform you which gear you're using, there's an LCD readout positioned between the tach and speedo. And just to remind you that the Suzuki is *just a 450*, fuel mileage figures run between 60 and 70 mpg.

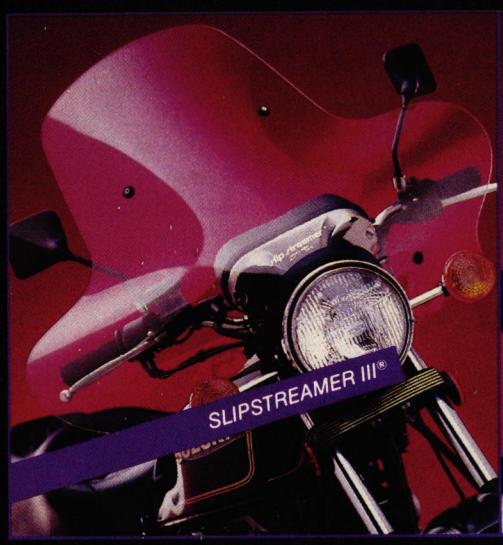
Unfortunately, the 450's suspension fails to match the engine's front-line performance. Suzuki elected not to use an air fork in order to keep down costs. The springs—front and rear—are also too stiff, and the damping is too soft. The end result is a harsh ride over rough pavement or on freeway expansion cracks. This choppiness is amplified by the slightly stepped seat that's also only slightly padded.

Choppiness is the only detriment to the 450's ride, though. The T has neutral steering, so you can dart in and out of urban traffic yet enjoy a stable ride on the open road. And just in case you want to test your roadrace skills, the T adapts well to a serpentine road, even though it's not a sportbike.

But regardless of engine performance or the handling characteristics, the bottom line for most bikes in the 450 class is price. At $1649, the GS450T has to rate as an econobike. And as that, it does quite well.

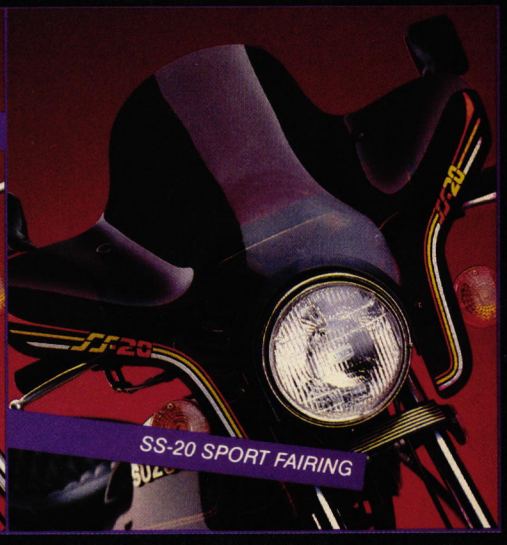
*—Dain Gingerelli*

# slip streamer




The Slipstreamer III® has been aerodynamically designed to provide maximum wind protection. Since it is fully transparent the Slipstreamer III® is visually neutral; it doesn't distract from your bike's design or color. You see all of the road ahead. Clear instructions and all the necessary hardware make installation easy. All Slipstreamer III® Fairings Are Available In Clear Or Light Smoke Tint. All-clear models, Sugg. retail $79.95 Smoke-tint models, Sugg. retail $84.95

A new universal handlebar mounted shield that will fit most street and touring motorcycles. The Sport Shield is for the rider who wants more than a windshield and less than a large fairing. The Sport Shield is available in clear or light smoke tint. Chrome steel hardware quickly installs and is adjustable for different height riders. (Suggested retail: clear $49.95, tint $54.95)




New Safety Feature for 1982–Reflective Scotchlite Graphics. The SS-20 is a lightweight, one-piece acrylic fairing with a universal mount. All-clear models, Sugg. retail $79.95. Smoke-tint models, Sugg. retail $84.95. The SS-20 is available in a square headlight model.

## SLIPSTREAMER® ENTERPRISE

New sculptured styling enhances the appearance of your bike, without affecting its lines. Longer lowers gives added protection against weather and road hazards. A special cushioned seal around the headlight cuts noise and adverse airflows. Solid four point mounting gives the Slipstreamer® Enterprise super stability. Available in clear or light smoke tint.

SLIPSTREAMER® ENTERPRISE UNIVERSAL MODEL S-00. For all round headlight motorcycles except — Honda CBX, CX-500 Custom and Deluxe, CB-900 & Yamaha XS 850. SLIPSTREAMER® ENTERPRISE MODEL S-01. For rectangular headlight motorcycles. Tinted–$109.95, clear–$99.95.

9835 W. 69th St., Eden Prairie, Minn. 55344

All shields meet D.O.T. Spec. ANSI Z261-1966.

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# FAST. NOT FICTION

*For 1982, SuperTrapp launches an asphalt assault with 4 into 1 street exhaust systems. Performance technology so far ahead of its time that kicking the blazes out of the competition is embarrassingly easy.*

*Joe Minton, Rider Magazine Shoot-Out Comparison Test, May '82: "SuperTrapp tracked better than any other pipe, including stock and should give excellent throttle response. It made a lot of power too — NO ONE BEAT IT." — including Kerker's so called ass-kicker. So when the challenge comes — fast will be separated from fiction with a twist of your wrist.*

*Devastating performance is only the beginning: DOUBLEWALL HEADER PIPES to eliminate chrome bluing, ALL-MECHANICAL CORE with a legal tone that will set you apart and PATENTED SUPERTRAPP TUNABILITY are just a few exclusives.*

## SUPERTRAPP FEATURES:

- Doublewall header pipes (no bluing)
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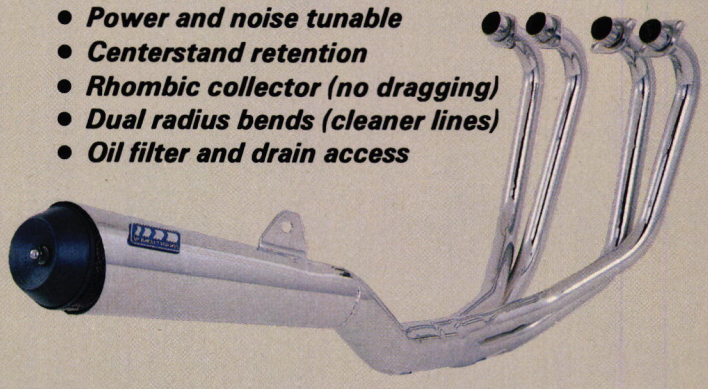

| | |
|---|---|
| Chrome (doublewall) | $249.95 |
| Kal-Gard Black | $219.95 |

SUPER TRAPP®

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# Husqvarna 250WR

*More than the sum of its features.*

BY RON LAWSON

If you buy a Husqvarna 250WR, chances are it won't be because you want the trickest features in the enduro market. When lined up against Japan's latest crop of deep-woods wonders, the Husky fades into the background and the details of the other machines steal the spotlight. Over there is the trickest rear suspension, and next to that is the horsepower king. The WR is surrounded by loudly proclaimed technology—while its own individual features are as noticeable as an albino moth in a mountain blizzard.

But features alone don't win enduros. Husqvarnas, on the other

*Continued*

PHOTOGRAPHY © 1982 DAVID DEWHURST

hand, do. No machine can match Husqvarna's record in National Enduro competition. Nothing comes close. Dick Burleson's eight championships have fixed the WR at the top of the American enduro scene. Across the Atlantic, Italian Gualitiero Brissoni, three-time European 250cc Enduro Champion, has switched from KTM to Husky, and his countryman Franco Gualldi used a 430WR to become the current Open-class champion.

The Husqvarna doesn't owe its success to any single factor. It's the machine's effectiveness as a package that puts it on top, year after year. All the ingredients are well-mixed, starting with the frame geometry. Huskys have a feel that no other machines duplicate, and the most distinct characteristic of that feel is stability. The WR tracks with an almost gyroscopic tendency to hold its line. Find a steep hill covered with rocks, and maybe even a few trees that must be negotiated, and the Husky can take it in stride. The WR just skips off the big rocks and churns through the small ones, all the while remaining steadily on course. Husqvarnas have traditionally been designed for stability, and the WR is no exception with its long wheelbase, 30 degrees of rake and nearly six inches of trail.

Those numbers should add up to trouble when it comes to the tight stuff, but maneuvering through the trees and rocks of a narrow trail is surprisingly easy for the WR rider. The bike feels light. And in fact, it is—the '82 250WR weighs 236 pounds. That's 12 pounds less than last year's machine. New details sprinkled over the bike account for some of the weight loss. The integral headlight/numberplate combination, for example, is lighter than last year's setup. But the primary site of weight reduction is in the almost all-new motor. The changes start with the engine cases, which are now made of magnesium, the same as the cases introduced two years ago on the CR motocrosser. And the WR gains primary kickstarting with its new case, a feature the bike has needed for years.

More weight has been saved in the Husky's top end, which also is totally changed this year. Add to that smaller changes, like the lighter shift drum, and collectively you have enough weight loss to account for the machine's light-footedness.

The machine's ergonomics add still further to the handling package. The *Husky fits*. No matter how you're positioned or how poorly you're prepared for the surprises on the other side of the bend, it's always easy to move up, down, back or forward into the right stance. The balance of the machine and the peg/bar layout appeal to a broad range of riders. Burleson measures 5-feet-7-inches and some of our test-

ers are well over six feet tall, but everyone found it easy to adapt to the Husky. The only complaints centered around its overly wide handlebar, but five minutes with a hacksaw can cure that.

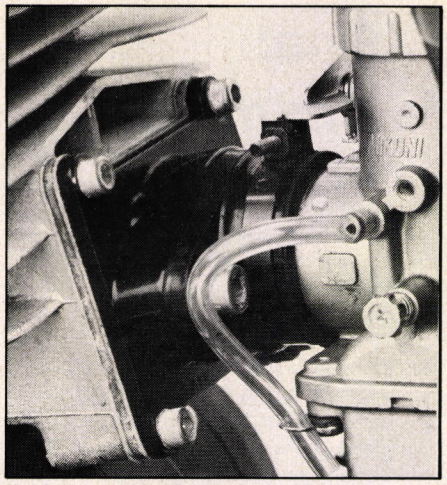
Light riders might have to spend more time setting up the Husky in order to dial in the suspension. In stock form, the spring and damping rates at both ends of the bike are suited perfectly for 170- to 190-pound riders. But if you weigh less, you might have to look into the spring selection offered by Husky Products, Husqvarna's accessory company.

The WR's rear suspension still uses twin Ohlins piggyback-reservoir shocks, but the lower mount has been moved 10mm forward, resulting in slightly more travel, a different progression curve and a higher leverage ratio. The shocks are similar to those used on the CR, but the spring rate is lower and there is an internal shock spacer used to limit travel—and also keep down seat height.

The fork also is similar to the CR's, aside from the length of the damper rods, which, again, are shorter for reduced ride height. This year, however, Husqvarna has increased the stanchion-tube diameter to 40mm. The company claims that the old 35mm fork was fine in the days before suspension travel nudged past the 11-inch mark, but as travel increased, so did fork flex, until the machine's handling was seriously affected. The new 40mm fork hardly flexes at all—noticeably less than last year's. What's more surprising, the fork doesn't leak, either. That's a milestone in Husqvarna history—Husky forks have *always* leaked. Some early models still may have trouble with the seals working out of the fork leg, or turning sideways and letting oil past. Our WR was from a later production run, and had no such trouble. Husqvarna is, however, supplying replacement fork seals that have a larger outside diameter for the early models at no cost.

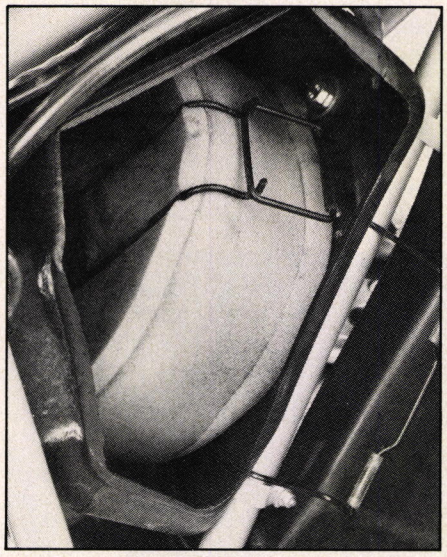
The suspension systems at both ends of the Husky work flawlessly on the trail, and they combine with the machine's already-stable handling to take on the nastiest high-speed enduro sections with ease. Nothing short of motocross-caliber whoops can get the WR over its head. But until you come to know the bike, the sight of rain ruts and tree roots will make you brace for more impact than ever is delivered. Once you're more familiar with the Husky, you learn it has the ability to absorb the rough stuff without disturbing your rhythm, and you start developing confidence.

It isn't only frame geometry and suspension that make the WR handle so well. Though it might seem strange, half of the



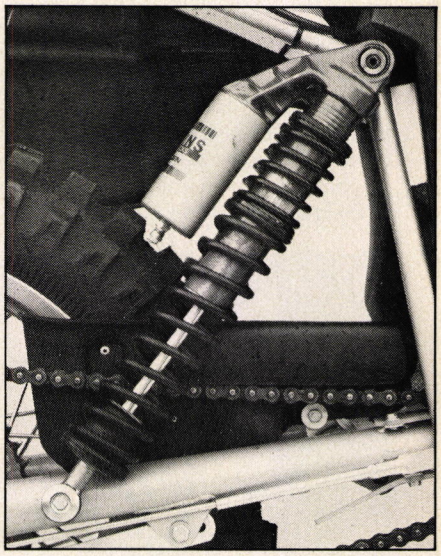
**Husky's new horizontal-reed barrel**

*For more efficient petal-power.*



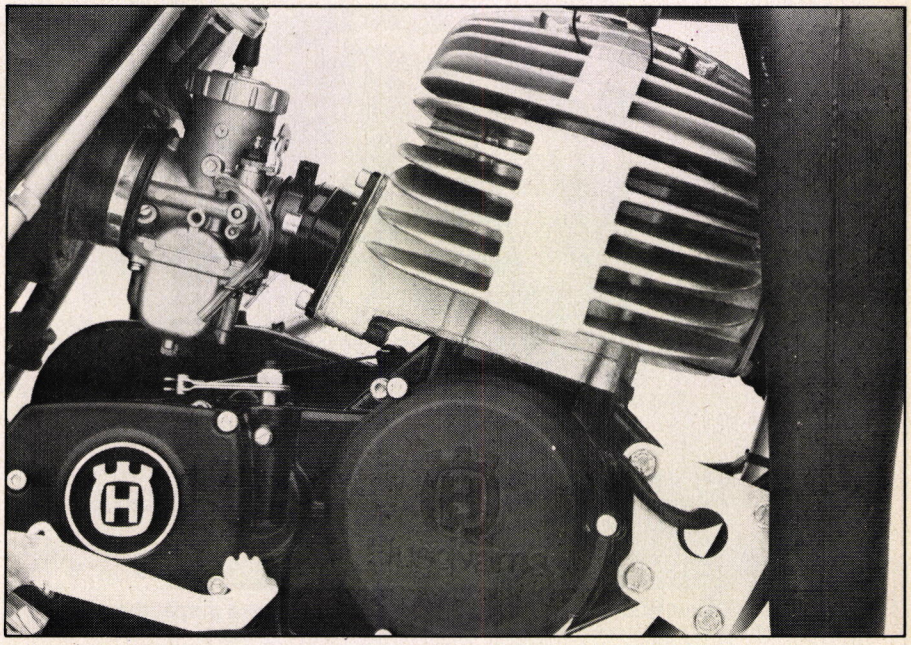
**Water- and dust-proof WR airbox**

*Still the easy-service standard.*



**Twin Ohlins remain a Husky trademark**

*Dualing in a one-shock town.*



**Primary starting, a new top end and a single-wall pipe top the WR list of changes**

*Winning championships through evolution, not revolution.*

*Continued*

# Burleson's Husqvarna: The Minute-Made Champion

• Question: If you were an eight-time National Enduro Champion, what motorcycle company would you work for?

Answer: Any company you wanted.

So why does Dick Burleson, after proving himself a champion eight-fold, ride and work for a small Swedish manufacturer? The reason is simple. Burleson and Husqvarna have confidence in each other. After a 10-year involvement in the evolution of the 250WR, Burleson knows the machine well and trusts its ability to be competitive on a national level, just as it comes off the showroom floor. And the 250WR truly is race-ready as delivered. That's a claim other manufacturers often have made about their bikes, but it's a claim Burleson has staked his crown on.

Leading up to the final National Enduro of '81, only a few points separated Burleson from his teammate Terry Cunningham. Burleson arrived in Tulsa the Wednesday before the event, walked into a local dealership and pulled a brand-new '82 250WR off the floor. He spent the afternoon working on it, then took it to the races and clinched the title. From box-stocker to champion's machine in one afternoon. The modifications were relatively simple—nothing secret and no one-off parts. In fact, everything that Burleson does to his machines could be duplicated by anyone in just a few short hours.

The engine is untouched. Burleson feels it's strong and well waterproofed as delivered. The only precaution he recommends is re-gluing the seal between the airbox and carburetor intake boot, to keep the engine from ingesting water or dirt. Burleson also uses an in-line fuel filter to keep the gas pure.

King Richard likes his machines geared slightly lower than stock, so he replaces the standard 12-tooth countershaft sprocket with an 11-toother. The chain also gets replaced because Burleson prefers the Husky Products O-ring chain to the stocker.

Burleson's personal preference prompts many of the other changes on his bikes, like the switch to Oury grips or, if it's cold, Hot Grips. And like most riders, Burleson finds the stock handlebar too wide, so he cuts an inch off each side. The two-finger front brake lever used on all '82 Husqvarnas won't be found on Burleson's bike—he prefers using all his fingers to brake. On the other side of the handlebar, Burleson likes an easy-pull clutch lever, so the release arm on the engine is lengthened 10mm. This modification gives a lighter feel but also makes the clutch more sensitive to adjustment.

Rear suspension on the bike is unchanged, although Burleson alters viscosity of the fork oil according to the weather. If he is running in below-freezing temperatures, 5-weight oil goes in the fork. When the temperature is in the 32-to 45-degree range, 10-weight oil is used; and 15-weight is used for temperatures of 45 to 60 degrees. A 20-weight oil is run for all higher temperatures. Additionally, Burleson generally uses slightly more oil than the recommended amount in the fork—about 5mm closer to the top in each leg—for a more progressive spring rate.

The bike's preparation will vary in other ways, too. For an enduro, Burleson will use two rim locks on the rear tire, but for a six-day-type of event security pins are used so the tire can be removed easily. And the rear tire itself will vary according to the type of terrain—for hard ground it's a Dunlop K88 but on loose stuff a prototype K138 is used. Up front is usually a Dunlop K139.

And that front tire can be removed from Burleson's bike more easily than it would on most other Husqvarnas. The axle has been modified to screw into a steel insert in the right fork leg, like on Yamaha and Honda dirt bikes, so it isn't necessary to loosen all eight pinch nuts to get the wheel off.

Some of Burleson's other modifications include the use of a VDO Racer (instead of the stock speedometer), a countdown clock and various zip-tie and safety-wire tricks. An example of these is a cable that helps secure the shock to the swingarm, insuring that even if the nut comes off, the shock will stay on its lower mounting stud.

If you make these same changes on a 250WR you'll have an exact replica of a National Champion's machine. But most of the modifications won't help you win any enduros. They simply are matters of personal taste. What really makes the WR so special isn't how little it takes to transform it into a championship machine, it's how much it *doesn't* take.

*—Ron Lawson*

© 1982 TOM FILES

**Burleson's WR modifications aren't secret, just common-sense preparation**

*Build a National-Championship works bike in a spare afternoon.*

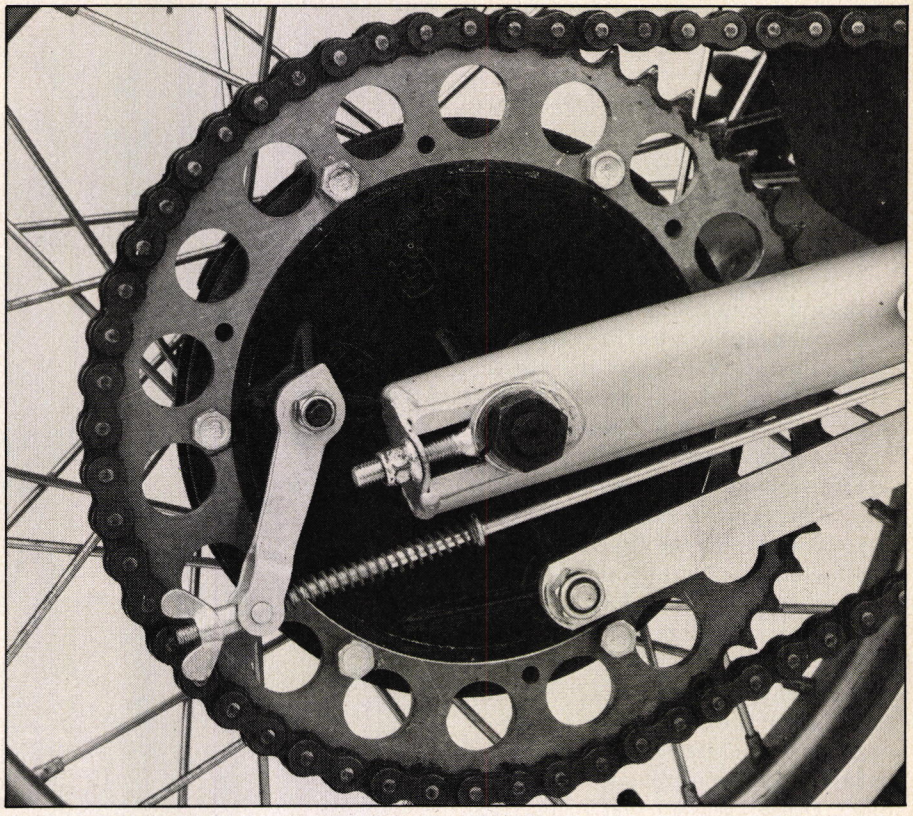
formula for the bike's handling lies in the engine. The Husky's powerband emphasizes the same solid attributes: stability and manageability. You'll notice that the word "fast" doesn't appear anywhere in that equation. The WR has no sudden surge of acceleration anywhere in its rpm range. It *does*, however, deliver smooth, controllable horsepower.

Last year's WR had a smooth power delivery, too. It just didn't have much power to deliver. The '82 WR's output is higher, though it still isn't going to become a drag-race king. A seven-port barrel arrangement is used, similar to last year's, but the new WR has wider transfer ports. On the intake side of the engine, the two vertically positioned four-petal reed blocks used on earlier models are gone, replaced by a single horizontal eight-petal block that is claimed to offer less restriction. The exhaust pipe now is of single-wall construction, instead of the heavier dual-wall WR pipes of old.

The single change that most affects the engine's powerband, though, is the reduction and relocation of flywheel weight. Weight has been removed from the magneto flywheel and some has been added to the crankshaft counterweights to prevent a former Husky problem of heavy flywheels spinning loose on the crank. The total rotational mass of the crank is also less, making the WR a slightly quicker-revving machine. Throttle response is faster now, and the amount and type of horsepower delivered is well-suited for tight situations.

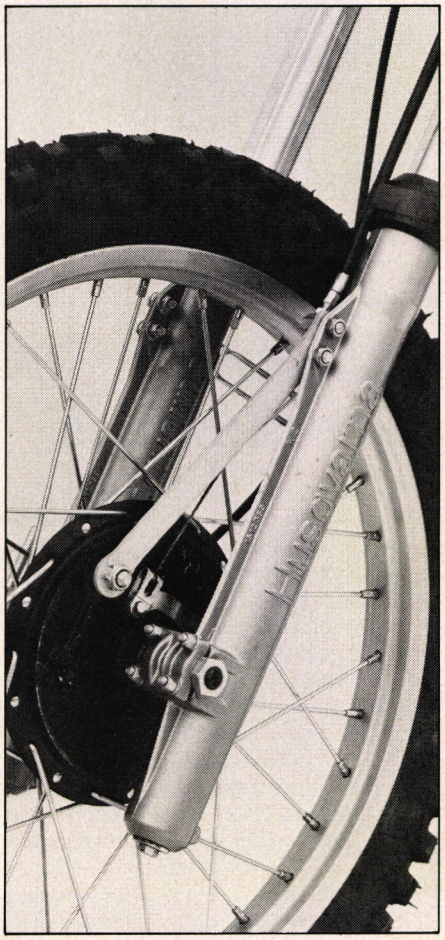
But if you take to fireroads and cowtrails more than to enduros and deep woods, you might find the Husky shy on muscle. Most of the Japanese enduro bikes put out more top-end power than the 250WR. An '82 Yamaha IT250, for example, has close to the same amount of low-end grunt but easily out-pulls the WR in the higher-rev zones. The price that the IT pays for that extra power is an abrupt delivery, a factor that can make it less precise in an enduro—even though the Yamaha is more fun for playriding. The WR, on the other hand, is meant to move over difficult terrain efficiently, not to throw big roosts in the local fun-grounds.

The Husky's details are designed seriously, too. The machine thrives on adverse conditions. We had the opportunity to ride the Husky in rain, snow and even on some dry ground, and the WR never once complained. And the little points that can mean the difference between finishing an enduro in style, or struggling through to the last check, have received careful attention on the Husky. The footpegs, for example, are designed so they don't ice up and get slippery during snowy runs. And the air



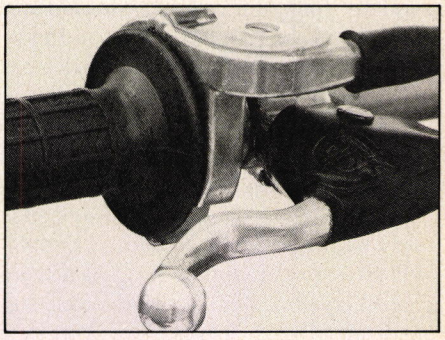
**New heavy-duty spokes and old easily waterlogged brake adorn the WR's rear wheel**

*So that breaking and braking both can be difficult on the Husqvarna.*



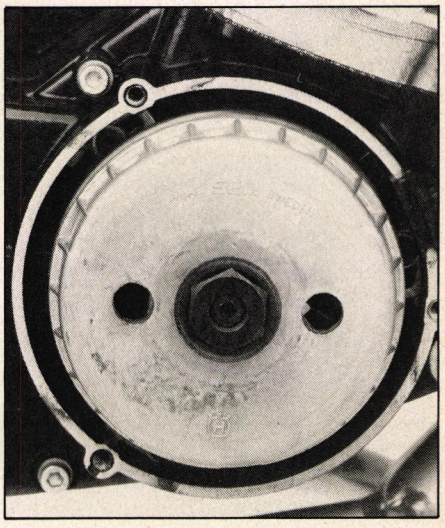
**The first leak-proof Husky fork**

*Finally earning seals of approval.*



**Two-finger brake lever is standard**

*But some hands have five fingers.*



**Magneto has two 70-watt lighting leads**

*Lighting does strike twice.*

*Continued*

filter is easily cleaned, but it's unlikely you'll have to do that often. The airbox is well-sealed from water and dust. In fact, even Burleson admits that he doesn't clean his filter frequently. The danger of dropping grit into the open mouth of the carburetor outweighs the need to clean a slightly dirty filter—and it takes several rides before the filter is more than slightly dirty. When the time does come to wash the filter, it comes out of the bike in a few seconds without the use of any tools.

Unfortunately, the brakes aren't sealed as well as the airbox. As soon as both front and rear brakes hit the first bit of water, they fade and never come back in full force. Husqvarna has been experimenting with different lining materials, and the standard shoes are a compromise between some that work well dry and others that aren't as badly affected by water. A Husky dealer can supply you with better wet-weather shoes, part number 1516 78402.

The brakes on our test bike were adequate before they got wet. Some riders complained about the new two-finger front brake lever, preferring to use a whole hand to stop. Other riders didn't notice much difference at all.

Other new-for-'82 details include larger-diameter spokes in the rear wheel—from 4mm last year to 4.5mm—to eradicate broken-spoke problems. And the spokes are laced to rims that are gold-anodized instead of painted. One of the biggest improvements, at least if you don't limit your riding to the daylight hours, is in the lighting system. While the standard headlight is fairly bright for a stock enduro bike, the WR gives you an option of a much more powerful system. Last year the ignition had one 6-volt, 35-watt lighting lead. This year it has two 12-volt, 70-watt leads. That means you can hook up a headlight strong enough to burn your own trail through the woods, and still have some juice left over to run a pair of Hot Grips. Brent Wallingsford and Scott Harden won this year's Baja 1000 on a 430, using the same ignition to handle the lighting chores.

Features like that aren't going to win any enduros by themselves, but they add up. When combined with the rest of the package, they make the Husqvarna one of the most effective enduro-tools made. Each part of the Husky works with the rest of the bike to make a better machine. The engine makes the WR handle, the frame geometry complements the suspension and the suspension helps put the power on the ground. Many enduro machines offer a bundle of features; so does the WR. But with the Husky, the emphasis is on the bundle more than the features. ●

**The Husqvarna 250WR thrives on soggy wet-weather enduro riding**

*Muddy conditions are nothing for a WR rider to get steamed up about.*

## Charting the Changes

**Engine:** The 250WR now uses the same magnesium-cased, primary-kick motor as the 250CR, but for the first time it has its own cylinder, which has wider transfer ports than in '81. The '82 crankshaft is heavier and the ignition flywheel is lighter to reduce unsupported weight on the right end of the crank and prevent the traditional Husqvarna problem of having the flywheel spin loose. The new Swedish-built ignition system now has a 12-volt output rather than six volts, with two 70-watt lighting coils instead of one 35-watt coil. Two separate single-row bearings replace a double-row bearing on the crank's drive side. A new clutch basket is rigidly fixed rather than rubber-mounted to its primary driven gear. The primary has a higher-speed (numerically lower) ratio than on last year's 250WR. First-gear ratio is approximately five-percent higher and second gear is fractionally lower. The shifter drum is now smaller and lighter.

**Suspension:** The 250WR uses Husky's latest motocross fork with a 40mm stanchion tube diameter (5mm larger than on the '81 bike). A more radical taper on the ends of the damper rods hydraulically prevents topping and bottoming. The lower rear-shock mount has been moved 10mm closer to the swingarm pivot to provide 11mm more wheel travel.

**Details:** A short front-brake lever combines with a longer brake arm to allow two-finger brake operation. Rear spokes are 0.5mm larger in diameter, and both rims are now anodized rather than painted gold. The front number plate and headlight are combined as a single unit. New side number plates bolt directly to the frame. The seat has a thicker base.

# Ride Review

• This year's 250WR has restored my faith in two of motorcycling's most respected institutions: Husqvarna and Dick Burleson.

See, while the 250WR we tested last year wasn't quite terrible enough to be the main course in a Thanksgiving dinner, neither was it a feast fit for an enduro-riding epicure. Most of its problems had to do with the engine, which was slow on the top, slow on the bottom and slow in the middle—just the ticket for making up lost time in a tough enduro, eh? I figured that since Burleson—who, in addition to being jillion-time national enduro champion, is Husky's development coordinator for the WR series—rarely if ever drops any time in an event, he had forgotten that some of us mortals *do*, and that riding a 250 without any discernable powerband is definitely not the way to catch up.

Well, I figured wrong. Burleson had recognized the need for vast improvement in the 250WR long before we had and in fact had already told the factory what he thought they should improve. That they followed his advice is evident in the new 250WR, a reborn enduro whiz that is demonstrably faster in all rpm ranges, and is more responsive and better-handling, too. And so the 250WR is again competitive—but not just for The King, but for all of his trail-riding subjects as well. *—Paul Dean*

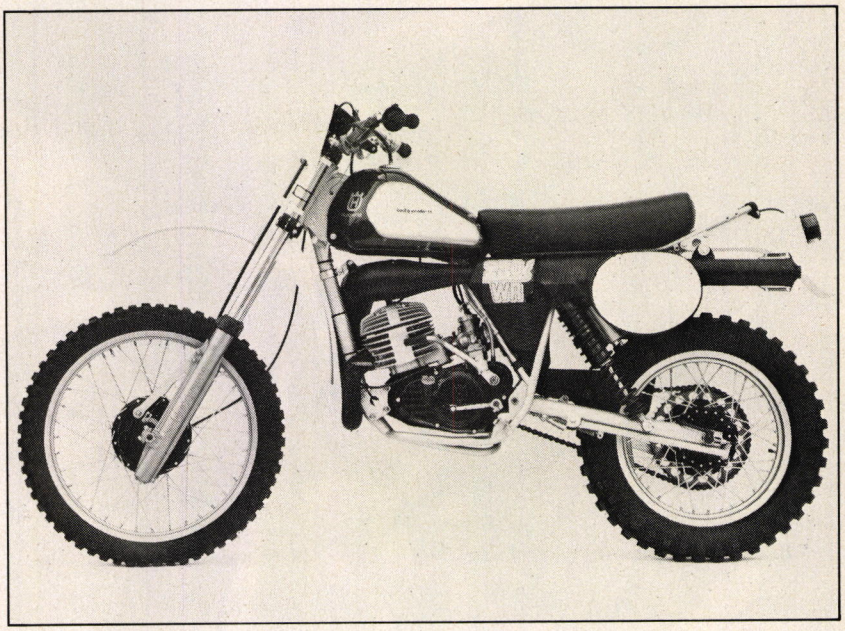
• A short list of changes might leave you thinking that the new 250WR is little better than the '81 model that finished second in our comparison test with the KDX250. But you'd be wrong. Those few changes have made a world of difference.

Last year's WR motor never was really fast enough on high-speed trails, but now it would give last year's KDX a run for its money. And if you stall the '82 Husky motor you won't have to fish around for neutral. That's a big improvement.

And if you use the motor to its limit, you'll also notice how much better the WR suspension is this year. Because without making the bike motocross-tall, Husky has made the WR feel motocross-plush. Unlike last year's suspension, the new fork and re-angled shocks let the bike race along at high speed without hammering the rider.

But what hasn't changed is the Husky's ability to keep going straight whenever tree roots, rocks and mud conspire to push it off line. It's still the most forgiving enduro bike for expert and novice alike. But for 1982 the 250WR has suspension and a motor to help it stay with the less-forgiving bikes on faster trails. And that's a major improvement. I just wonder if Kawasaki has made as many improvements to its '82 250. *—David Dewhurst*

# Husqvarna 250WR



## SPECIFICATIONS:

**IMPORTER:** Husqvarna Motorcycle Company, Inc.
4925 Mercury Street
San Diego, California 92111

**CATEGORY:** enduro

**SUGGESTED RETAIL PRICE:** $2545

**ENGINE**

| | |
|---|---|
| Type | two-stroke vertical single |
| Port arrangement | one reed-valve-controlled intake, four transfers, two booster transfers, one exhaust |
| Bore and stroke | 69.5mm x 64.5mm |
| Displacement | 244.7cc |
| Compression ratio (uncorrected) | 12.3:1 |
| Carburetion | one 38mm Mikuni slide/needle |
| Air filter | washable oiled foam element |
| Lubrication | pre-mixed fuel and oil |
| Starting system | primary kick |
| Ignition | flywheel-magneto CDI |
| Charging system | none; direct AC lighting |

**DRIVETRAIN**

| | |
|---|---|
| Primary drive | straight-cut gears; 2.406:1 ratio |
| Clutch | wet, multi-plate |
| Final drive | #520 chain (5/8-in. pitch, 1/4-in. width); 4.077:1 (53/13) ratio |

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.537 | 24.888 | 3.0 |
| II | 1.706 | 16.736 | 4.5 |
| III | 1.300 | 12.753 | 5.9 |
| IV | 1.043 | 10.232 | 7.3 |
| V | 0.880 | 8.633 | 8.7 |
| VI | 0.741 | 7.269 | 10.3 |

**SUSPENSION/WHEEL TRAVEL**

| | |
|---|---|
| Front | air-spring, 40mm stanchion tube diameter/ 10.6 in. (270mm) |
| Rear | 5-way adjustable spring preload/ 10.7 in. (272mm) |

**BRAKES**

| | |
|---|---|
| Front | drum, single-leading shoe |
| Rear | drum, single-leading shoe, rod-operated |

**TIRES**

| | |
|---|---|
| Front | 3.00 x 21 Barum Motocross Special S27A |
| Rear | 140/90 x 17 Barum Motocross Special C9 |

**DIMENSIONS AND CAPACITIES**

| | |
|---|---|
| Weight | 236 lbs. (107kg) |
| Weight distribution | 45.0% front, 55.0% rear |
| Wheelbase | 57.5 to 58.4 in. (1461 to 1483mm) |
| Seat height | 35.8 in. (909mm) |
| Handlebar width | 34.1 in. (866mm) |
| Footpeg height | 14.8 in. (376mm) |
| Ground clearance | 10.4 in. (274mm), at engine cradle |
| Steering head angle | 30.0 degrees from vertical |
| Front wheel trail | 5.98 in. (152mm) |
| Frame | tubular chromoly steel, single front downtube |
| Fuel tank | aluminum, 2.8 gal. (10.5l), no reserve |
| Instrumentation | speedometer, odometer, tripmeter resettable in tenths |

**PERFORMANCE**

| | |
|---|---|
| Top speed (observed) | 78 mph (126kph) |

**WARRANTY:** 30 days on frame and engine only

**AVAILABLE COLOR:** blue only

## COMPARATIVE TEST DATA:

| Make & Model | Wheel Travel F/R, in. | Weight (no fuel), lb. | Weight bias F/R, percent | Steering head angle/Trail degrees/in. | Number of gears |
|---|---|---|---|---|---|
| Husqvarna 250WR–'82 | 10.6/10.7 | 236 | 45.0/55.0 | 30.0/6.0 | 6 |
| Husqvarna 250WR–'81 | 9.5/10.3 | 248 | 45.6/54.4 | 29.9/6.0 | 6 |
| Yamaha IT250–'82 | 9.5/11.8 | 239 | 45.6/54.4 | 29.0/5.0 | 6 |
| Kawasaki KDX250–'81 | 9.9/11.0 | 248 | 46.4/53.6 | 28.0/4.7 | 6 |
| Kawasaki KDX175–'81 | 9.6/9.8 | 222 | 46.4/53.6 | 28.0/4.7 | 6 |
| Honda XR200R–'81 | 9.0/10.2 | 228 | 45.2/54.8 | 28.4/4.9 | 6 |

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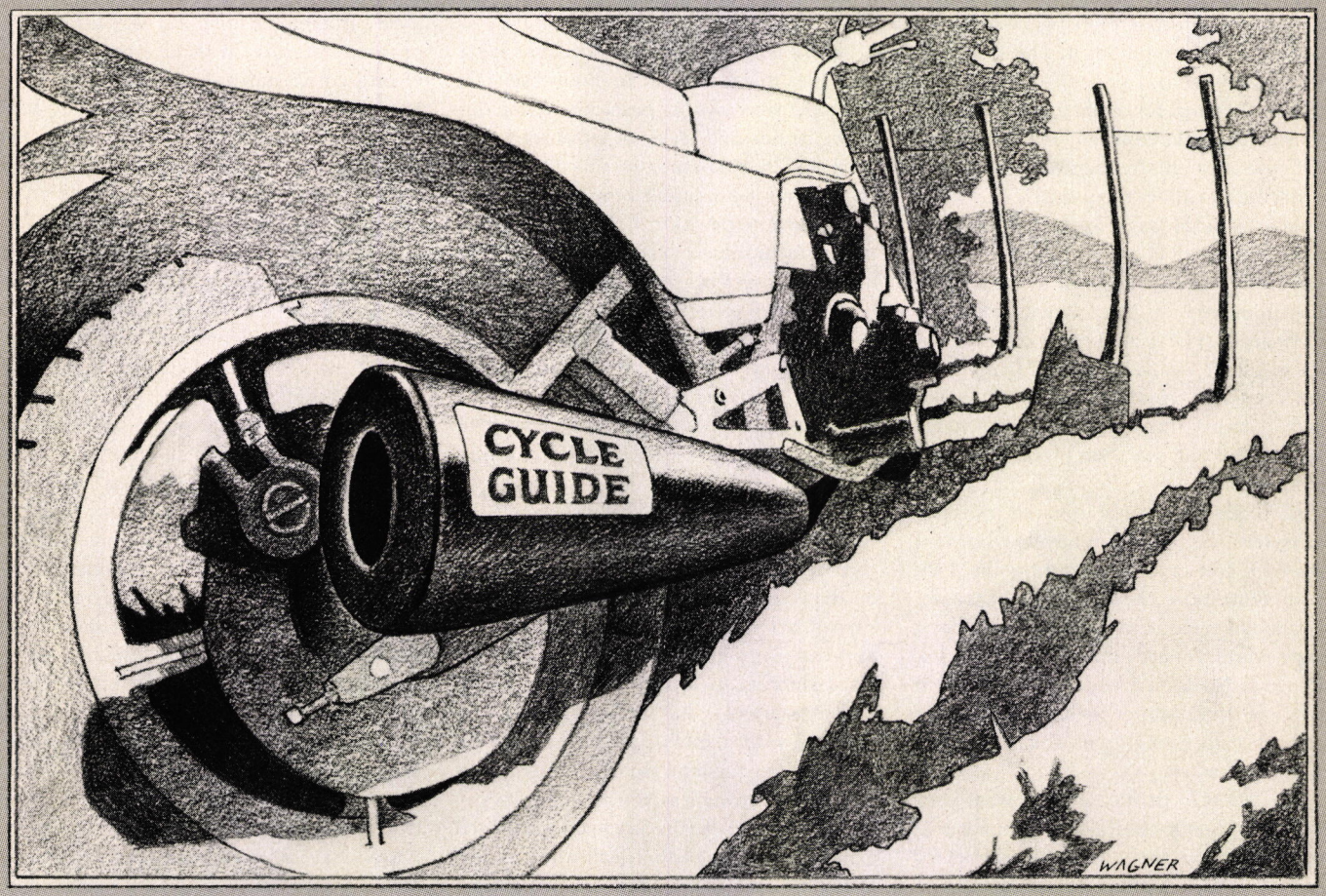
## Cycle Guide's

# SPECIAL EDITION

# EXHAUST SYSTEMS

The whos, whats, whys, wheres and how-muches of all the most exhaustive equipment you can buy.




• **EXHAUST SYSTEMS** remain among the most popular aftermarket accessories available, and the reasons are quite simple to understand. Nearly every aspect of an aftermarket exhaust is positive, especially for the performance-minded buyer. Aftermarket exhausts also tend to be reasonably priced, as accessories go. A straight replacement system from the aftermarket is usually much less expensive then standard OEM pieces; and for pure performance, an aftermarket exhaust just might be the cheapest power boost around.

The popularity of aftermarket exhausts has resulted in a situation catered for the buyer. There is, almost literally, something for everyone. If you can't find exactly what you want, chances are that you just haven't looked. Which brings us to this CYCLE GUIDE Buyers' Guide, with all the systems together in one place at one time. Think of it, and use it, as an easy way to do your shopping.

Exactly *what* you want from an aftermarket exhaust probably will be decided by *why* you want it in the first place. Most buyers will be in this market for one or more of only a few basic reasons, and a little understanding up front goes a long way toward being satisfied in the end.

The first reason is the most obvious. You simply need a new exhaust system. Maybe the old muffler is worn out, the chrome is dinged up, or your bike fell over and its pipes are bent. Whatever the reason, it looks like some new parts definitely are needed. On a typical four-cylinder motorcycle, a complete OEM replacement system easily can lighten your bank account $400 or more, but a little looking in the aftermarket probably could turn up the replacement parts for that same bike for something around $200. That kind of saving looks good to anyone. *Continued*

After price, the next major reason for checking into aftermarket exhausts usually is performance; you just want to go faster. A new exhaust system is a pretty good place to start looking; most aftermarket exhausts are built and tested for the express purpose of increased performance, and many of the systems are manufactured by companies that built their names and reputations on racing. Some of these companies also build street exhaust systems that are remarkably similar to their race-only versions, which really appeals to the strictly performance-minded buyer. Of course, a lot of riders install an aftermarket exhaust simply for its racier-looking appearance and the throatier, more aggressive tone that usually accompanies it. The sound of speed, as it were.

Another reason for looking into aftermarket exhausts might be called the function factor. Sometimes an aftermarket exhaust *must* be installed to allow the use of some other accessory—saddlebags, for instance. There are more than a few factory exhaust systems with upswept ends, and these systems often either eliminate the possibility of installing saddlebags, or they mount so close to the bags that there is a real danger of igniting the bags' contents—your clothes. In a case like this, an aftermarket exhaust can offer a viable solution, and one that's not prohibitively expensive, either.

Still others shop for aftermarket exhausts purely for style. These are buyers who want something that looks different from the stock equipment; more chrome or less chrome, more tubing or less tubing, maybe a different shape—something to make a Virago look more like a Harley. Or whatever. You name it and some manufacturer probably makes it. If you look hard enough you usually can find the *look* you want.

The idea is to decide up front what your needs are, then carefully shop around until you fill them. Naturally, price is important for most of us, but quality should be right up there at the top of the list of considerations. Things like the integrity of the welding and the durability of the chrome plating are all-important if you want an exhaust system that will withstand more than just a few months' use.

Much of this, of course, is simply common sense, but it still bears mentioning. A properly designed and constructed exhaust system should mount onto the bike it's made for with no other modifications required; just unbolt the old and bolt on the new. A street-style exhaust also should offer the same conveniences as the stock system it's replacing; that is, it should not interfere with oil filters or drain plugs, nor should the new exhaust hinder operation of the center- or sidestands. Make sure that any exhaust system you choose still allows access to shock absorber and spring-preload adjustments, and check how much clearance the passenger footpegs have. Ease of maintenance is also critical. Be certain that the new exhaust still allows relatively simple clutch and chain adjustments, easy swingarm lubrication and doesn't add any work to tire changes. Also, remember that many aftermarket exhausts are louder than stock systems, and although that might pose no problems around town, on a long trip it can become pretty hard on the ears—*your* ears.

Before making any final decisions it's a good idea to ask around. Be inquisitive. Talk to people who own, or have owned, the different brands and styles of exhausts you're interested in. Find out how difficult the various systems are to install, how long they last, if the chrome peels or if the system leaks where it's supposed to seal. Many aftermarket exhaust systems, particularly the higher-performance ones, can require carburetor re-jetting. If the system you want falls into this category, find out if the manufacturer supplies any kind of jetting instructions, something to keep you from just guessing on jet sizes until you get the bike running properly.

The finish used on the new exhaust is always a consideration. Most street systems are chrome-plated, with black paint often used on the competition models. Some manufacturers offer systems combining both approaches; they finish the exhaust with black chrome. As a rule, the chrome-plated system lasts longer, but paint easily can be refinished with a spray-can. If you plan on modifying the system, paint obviously is the best way to go (unless you're willing to pay for rechroming). If you decide on a chromed exhaust, check the plating quality in the hard-to-reach places, like the tiny crevices around the collectors. Find out how the plating is done; some manufacturers first polish the tubing, then weld the system together, repolish it and finally chrome-plate the entire assembly. The brighter shine that this method produces often is reflected in a higher price tag, but if appearance is all-important, it could be worth the extra cost.

A common problem with chrome-plated aftermarket exhausts is bluing of the pipes. OEM systems avoid this discoloration with the use of double-wall tubing, but most aftermarket manufacturers use single-wall pipes to keep costs down. However, some manufacturers take preventive steps to reduce bluing as much as they can; they sometimes coat the inside of the pipes to protect the chrome somewhat from exhaust heat. If a long-lasting, non-bluing shine is high on your list of requirements, make sure that the exhaust you choose can deliver it.

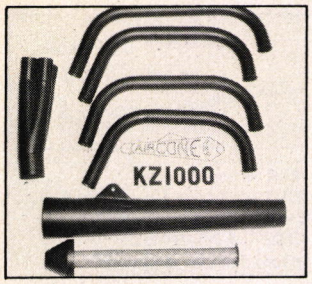
Dirt bike exhausts have their own, entirely different, set of standards. Any dirt bike system you intend to use off of a motocross track should have a proper spark arrestor, and in certain areas there may be specific noise regulations that apply to ORVs. The great majority of dirt bike exhaust systems are for two-strokes, and since these engines are highly susceptible to the relationship between their carburetor jetting and exhaust tuning, proceed carefully with any changes. The wrong combination easily can result in burned pistons or welded rings. The best advice is to look around and see what is successful for others, ask questions—and pay attention to the answers.

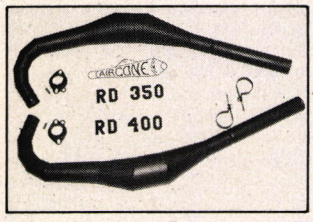
Finally, no discussion of aftermarket exhausts would be complete without a few words concerning The Law. The truth is, in this area there is more fiction than fact, and some of it even comes from the manufacturers. The two areas of greatest concern are emissions and noise.

Emissions, for the most part, are regulated by the EPA (Environmental Protection Agency), and the laws apply to 1978 and later bikes. Simply stated, they prohibit altering anything on the bike that might affect emissions. But after wading through all the vagueness in the statutes, it seems that exhaust systems are *not* included. Carburetor jetting, yes, but exhaust systems themselves are not subject to emission regulations—*yet*. It also should be noted that the laws do not prohibit an individual from changing his own carburetor jets. Dealers or garages *do* fall under regulation in this area, though, and are prohibited from making carburetor changes that affect emission levels.

Noise is a different matter. Although there are no noise regulations on the federal level, what it comes down to is whether or not you're able to ride past the local policeman and not catch his attention. If he thinks that your exhaust is too noisy, it's too noisy. Simple as that. Most reputable aftermarket systems have no trouble in this area, but if you select a system with removable baffles, some discretion should be used.

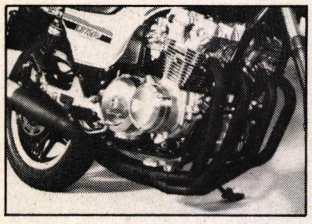
So that's about all the smoke and noise we can give you on aftermarket exhausts. Look carefully, ask plenty of questions, but in the end trust your own judgment. After all, it's *your* money that's being spent. Use the Buyer's Guide that follows to help you get the most for it.

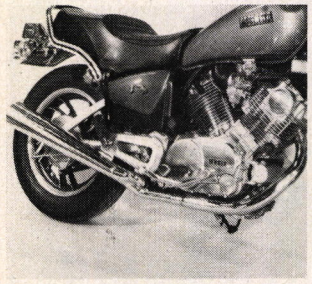



**Aircone**
**5901 Emerald Avenue**
**Las Vegas, Nevada 89122**
**(702) 456-4177**
**Information available**

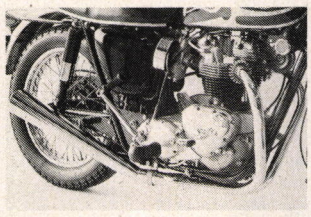
Aircone has high performance exhaust systems for the Kawasaki KZ1000 and Yamaha RD350 and RD400. The KZ1000 system is available in black ($140) or chrome ($190) and features: mounting hardware, a repackable fiberglass-core muffler and slip-fit header pipes that can be individually replaced if damaged. The two-stroke expansion chambers include mounting hardware and repackable weld-on silencers. RD350 and RD400 chambers are available in black only, and sell for $140.





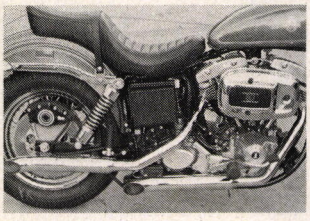
**Bassani Manufacturing**
**3726 E. Miraloma**
**Anaheim, California 92806**
**(714) 630-1821**
**Catalog: $1**

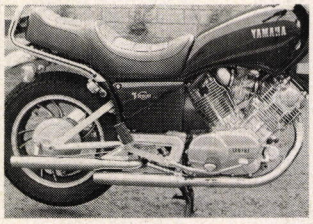
Bassani Manufacturing designs and builds exhaust systems for most street and off-road motorcycles, as well as for the Honda Odyssey and ATC. Street collector systems include four-into-one and four-into-two models for most Japanese fours, and a two-into-one system for the Yamaha V-Twin. All systems have repackable fiberglass-core mufflers. In addition, Bassani has replacement mufflers that slip-fit to the stock header pipes for most popular street bikes. Pictured is the Bassani Super-Bike exhaust system; $225 (black) and $265 (chrome). Also shown is the two-into-one system for the Yamaha V-Twin, $120 (chrome only). All Yamaha and Kawasaki two-stroke street systems are black.



**Bub Enterprises**
**785 East Brokaw Road**
**San Jose, California 95112**
**(408) 298-2826**
**Catalog: Free**

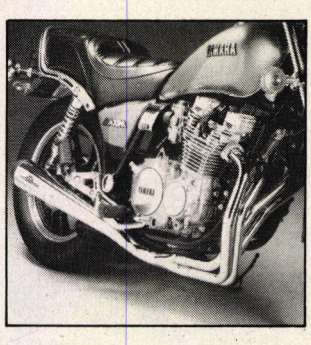
Bub Enterprises makes exhaust systems for most Japanese multis and Harley-Davidsons, as well as the following Euro-motorcycles: Triumph, Norton, BSA, Moto Guzzi, Ducati and Moto Morini. The following special systems are also available: Honda ATC, header-pipes for early model Triumphs that bolt to the stock mufflers, replacement mufflers for Moto Guzzi T3 and G5, and Conti-replica mufflers for Ducati 860/900. Pictured is the two-into-one system for Triumph T120, priced at $180. All four-into-one systems for Japanese multis are chrome, and sell for $200.





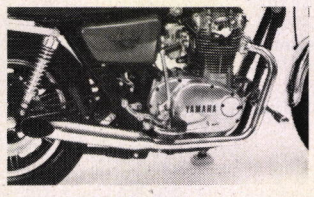

**Cycle Shack, Inc.**
**1104 San Mateo Avenue**
**South San Francisco,**
**California 94080**
**(415) 583-7014**
**Catalog: $3**

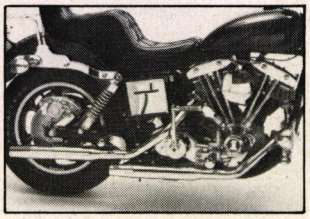
Cycle Shack specializes in custom exhaust systems for most Harley-Davidson models, as well as four-into-one and four-into-two systems for many Honda, Kawasaki and Suzuki models. They also have some two-into-two and two-into-one pipes for selected Triumphs and Nortons. Pictured is the new Turn-Out for Harley-Davidson FX-series (all years including the Sturgis and Wide Glide) and most Sportsters. It retails for $129.95. Cycle Shack also has pipes for the Yamaha 750 and 920 Viragos, priced at $115.




**DG Performance Specialties**
**1230 La Loma Circle**
**Anaheim, California 92806**
**(714) 630-5471**
**Catalog: $1**

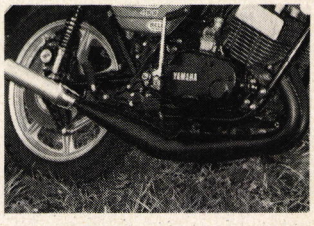
DG Performance makes street and off-road pipes for most popular motorcycles, plus systems for the Honda Odyssey and three-wheelers. The four-stroke street bike collector systems provide access to oil drain plugs and filters, and allow retention of the center and side-stands. Pictured is the Yamaha 650 Maxim system that sells for $204.50, and the Honda CR250R Pro-Series Race Pipe that sells for $94.50. All the Pro-Series Race Pipes are hydro-formed from 20-gauge steel.



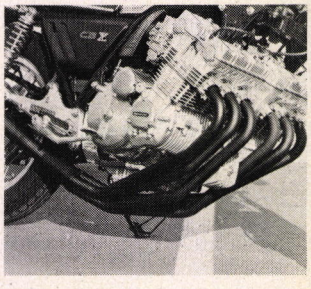
**Drag Specialties**
**5401 Smetana Drive**
**Minnetonka, Minnesota**
**55343**
**(612) 935-1000**
**Catalog: $10 (refundable on orders over $100)**

Drag Specialties has exhaust systems for virtually every model of Harley-Davidson and Japanese motorcycle. Pictured are Firestacks on the Yamaha 650 twin. Other models included are: Honda 750 (1969-78), Kawasaki 900/1000 (1973-80) and Triumph twins (1963-80). All Firestacks are priced from $105.05 to $179.40. The staggered-dual pipes pictured on the Harley-Davidson Super Glide are priced from $94.55 to $119.95, depending on the particular model. Drag Specialties makes four models of duals to fit all Sportster and 1972-82 Super Glides—Original, Tapered, Slash-Out and Down 'n Out.




**Factory Pipe Products**
**3001 S. State Street, No. 30**
**Ukiah, California 95482**
**(707) 462-9291**
**Information available**

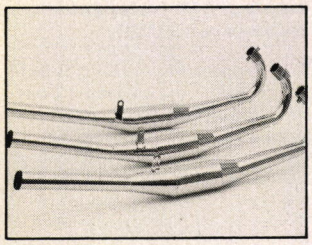
Factory Pipe Products specializes in expansion chambers for street Yamaha two-strokes, including RD400 (all series, including Daytona Special), RD250/350, R5 and the RD350 L/C. All systems come with mounting hardware and feature fiberglass-packed, rebuildable aluminum mufflers. Available in black only; all priced at $135. Pictured is a system for the early-model RD400.

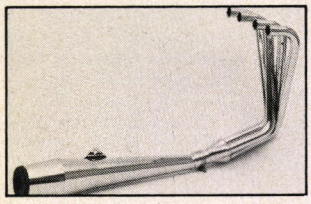


**Hooker Headers**
**1032 West Brooks Street**
**Ontario, California 91761**
**(714) 983-5871**
**Catalog: Free**

Hooker Headers has street and off-road systems for most popular two- and four-stroke motorcycles. The systems are engineered for maximum horsepower, and are not claimed to comply with any or all street noise regulations. Hooker also makes systems for the Honda Odyssey and ATC, and the Yamaha Tri-Moto. Most systems are available in chrome or black finish; prices range from about $150 to $225. Pictured is the Honda CBX six-into-one black pipe.

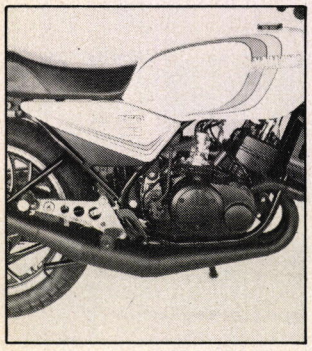
# SPECIAL EDITION: EXHAUST SYSTEMS





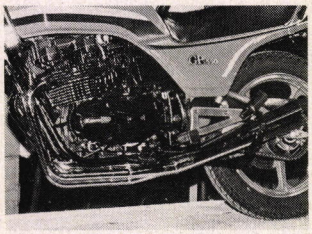
**Hot Bike Engineering**
**4432-E Enterprise**
**Fremont, California 94538**
**(415) 657-8275**
**or 657-3864**
**Brochure: Free**

Hot Bike Engineering has street and racing systems for two-stroke and four-stroke motorcycles. All systems are available in black or chrome. Pictured are chrome street chambers for Kawasaki triples (priced from $199.95 to $299.95, street and racing). The Hot Bike Engineering four-stroke line includes pipes for Yamaha XS1100, Honda CBX (six-into-six); prices from $299.95 (black) to $349.95 (chrome). Shown is the Kawasaki TNT Tricone, priced at $199.95 (black) and $219.95 (chrome). All HBE collector systems allow retention of side and centerstands, and have repackable mufflers. Racing systems are also available for Honda CB900F and Kawasaki GPz1100.



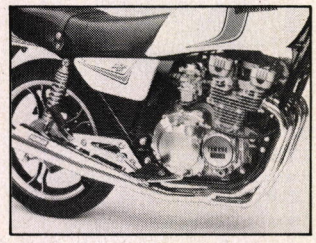
**J & R Exhaust Systems**
**3565 Cadillac Avenue**
**Costa Mesa, California**
**92626**
**(714) 540-5009**
**Catalog: $2**

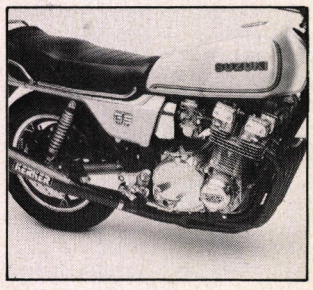
J & R makes street and off-road exhaust systems for Kawasaki, Suzuki and Yamaha two-strokes, and special pipes for the Honda ATC and Odyssey. The four-stroke exhaust system line includes pipes for Honda XR and XL models, and replacement mufflers for BMW. Pictured are street chambers for the Yamaha RD350 L/C; available in black ($228.65) or chrome ($249.90).



**Jardine Headers**
**7142 Belgrave Avenue**
**Garden Grove, California**
**92641**
**(714) 893-7594**
**Catalog: $2.50**

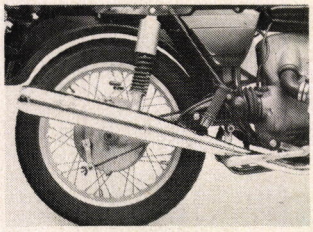
Jardine Headers has street pipes for most popular four-stroke motorcycles, including two-into-one and four-into-one systems. Jardine systems feature: muffler baffles, mounting hardware, individual header pipes for unit replacement, 90-day limited warranty, and chrome, black or a special black chrome finish. Pictured is chrome system for Kawasaki GPz550, priced at $230.95. Jardine has systems to fit Honda ATCs, too.





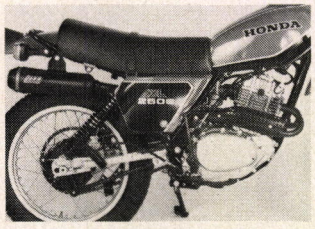
**Kerker**
**7900 Deering Avenue**
**Canoga Park, California**
**91304**
**(213) 999-3060**
**Catalog: $2**

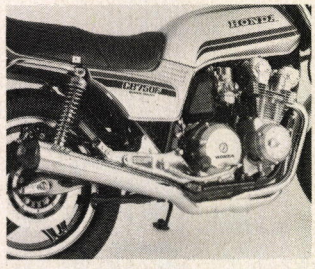
Kerker makes two model pipes; the standard model for street use and the KR-Series, intended for high performance riding. The standard model allows access to the bike's oil filter and drain plug, and has G-22 fiberglass-packed mufflers. All standard Kerker systems have double-wall muffling, and are available in black or chrome for $225. The KR-Series features a design similar to that used by the Team Kawasaki superbike, and sells for $275, black or chrome. Most popular four-stroke street motorcycles are included in the standard Kerker line, including the Kawasaki GPz1100. Pictured are systems for the Yamaha 550 Seca (chrome) and Suzuki GS1100 (black).



**M.A.C. Products, Inc.**
**1410 W. Gaylord Street**
**Long Beach, California**
**90813**
**(213) 436-5462**
**or 436-9513**
**Information available**

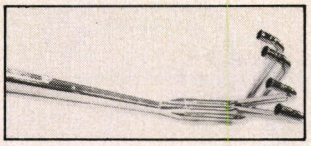
M.A.C. Products has four-into-one systems to fit most Honda, Kawasaki, Suzuki and Yamaha street bikes. All systems are chrome or Kal-Gard black, have access to the oil filter, retain the center stand and sell for $175.95. The M.A.C. Product line also features pipes formerly sold as MCM units, including the Whispertone Muffler (pictured). The muffler is out of the way of saddlebags, and retails for $149.95 a set.



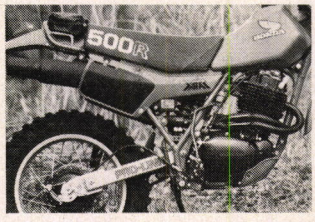

**Moller Corporation**
**1222 Research Park Drive**
**Davis, California 95616**
**(916) 756-5069**
**Information: Free**

Moller Corporation—formerly Discojet Corporation—makes the Supertrapp muffler for off-road four-strokes. New this year is a 4-inch system (they still make the 3-inch Supertrapp) to fit most off-road four-strokes, as well as three-wheelers. Moller also has a new collector exhaust system line to fit most popular large-bore Suzuki, Honda, Yamaha and Kawasaki street bikes. The system features: double-wall header pipes, retention of side and centerstands, access to oil filter and drain plug, and chrome or Kal-Gard finish. Prices range from $59.95 to $99.95 for the Supertrapp mufflers, and $219 (black) and $249.95 (chrome) for street collector systems. Pictured: Supertrapp for Honda XL250S and collector system for Honda CB750F.



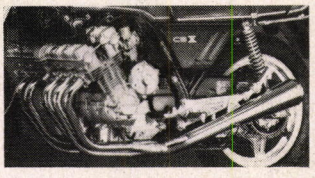
**MTC Engineering**
**428 Shearer Boulevard**
**Cocoa, Florida 32922**
**(305) 636-9480**
**Information available**

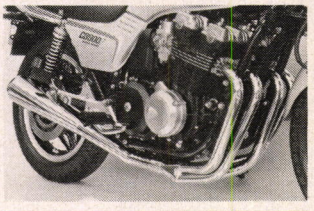
MTC Engineering has street systems for Kawasaki KZ900/1000 and Suzuki GS750/1000 (pictured). Black-finish systems sell for $126.95, chrome for $149.95. Also available is a replica version of Superbike Mike Keyte's Sidewinder pro stock pipe to fit Kawasaki KZ1000s, priced at $225.




**Mugen U.S.A. Co., Ltd.**
**6944 Santa Fe Avenue, East**
**Hesperia, California 92345**
**(714) 244-6405**
**or 244-5425**
**Brochure: $1**

Mugen specializes in performance exhaust systems for Honda CR and XR/XLs. Pipes are designed to be used with Mugen's engine performance kits, including the liquid-cooled option kit for the 1981 CR125. Pictured is the Honda XR500 Baja Exhaust System that's available for Pro-Link and 1979-80 models. Specify model when ordering; priced at $180. A similar kit that retains the stock muffler and spark arrestor sells for $99.

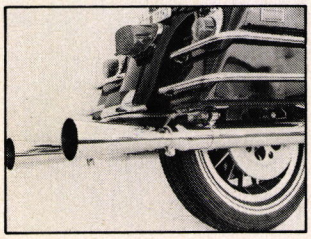


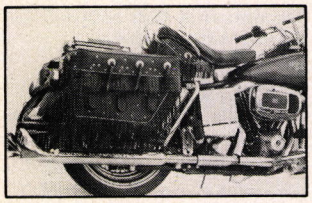


**Ontario Moto Tech Corp.**
**6850 Vineland Avenue**
**Unit 16**
**North Hollywood, California**
**91605**
**(213) 766-7101**
**Catalog: $2**

Ontario Moto Tech specializes in street and racing exhaust systems for Hondas, including six-into-two pipes

for the CBX (pictured, priced $315.95 chromed, $295.95 black). Features include: reverse-cone baffle assemblies with ceramic fiber, nickel-chrome plating and racing baffles. All four-into-one systems are priced $215.95 (chrome) and $199.95 (black). Models include CB900F, CB750K & F, CB500/550 and CB400F.



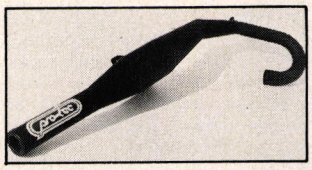


**The Pipe Shoppe**
**732 W. 14th Street**
**Long Beach, California**
**90813**
**(213) 432-1646**
**Catalog: $3**

The Pipe Shoppe has Fish Tail and Rocket Tip add-ons for most Harley-Davidsons. Eight models are available, all with chrome finish. Pictured are 27-inch Rockets on an FLT, priced at $105; six-inch Fish Tail add-ons, price from $20 to $70.

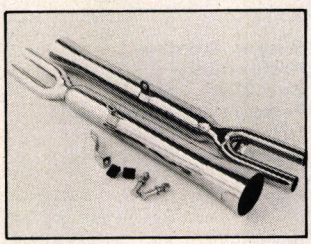
**Powroll Performance Products, Inc.**
**P.O. Box 1206**
**Bend, Oregon 97701**
**(503) 382-6395**
**Catalog: $3; specific model brochures are free**

Powroll specializes in off-road four-stroke performance kits and exhaust systems. All exhaust systems feature smooth bend pipes, reduced weight and bolt-on fit. Pictured is the Honda XR200R kit; head pipe sells for $39, the United States Forestry-approved Supertrapp silencer/spark arrestor for $40. Forestry-approved Supertrapp silencer/spark arrestors are available for most other machines, too.



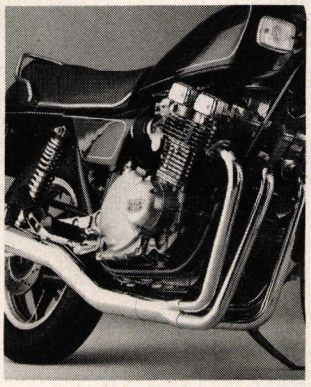
**Pro-Tec, Inc.**
**282 Gemini Way**
**Brea, California 92626**
**(714) 738-0631**
**Catalog: $2.50**

Pro-Tec has a full line of four-stroke dirt systems to fit most popular off-road bikes, plus some streetable units for dual-purpose motorcycles. Pictured is the Pro-Tec Hi-Performance Exhaust for the Yamaha Tri-Moto. It bolts on with no modification, and is claimed to increase horsepower by about 15 percent. It retails for $99.95.



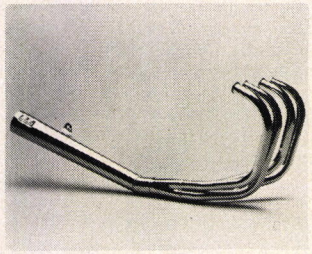
**Ram-Flow Mufflers**
**1111 South Fremont Avenue**
**Alhambra, California 91803**
**(213) 284-7150**
**Catalog: Available**

Ram-Flow replacement mufflers are available for most popular Japanese motorcycles, also Moto-Guzzi and Harley-Davidson. The two-into-one mufflers fit stock head pipes, include necessary mounting hardware and are chrome plated. Also available are Fish Tail pipes for all Harley-Davidson models. Shown is the Honda CB750 replacement muffler, priced at $141.95. Systems are also available for some twin-cylinder motorcycles.



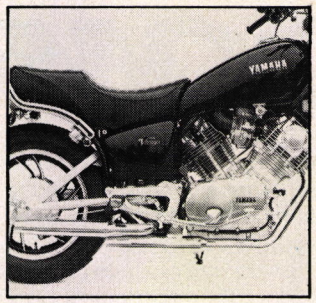
**RB Racing**
**9063 W. Washington Boulevard**
**Culver City, California**
**90230**
**(213) 838-6464**
**Catalog: $3**

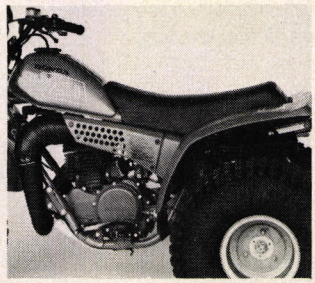
RB Racing has four-into-two systems for most Japanese street motorcycles. All systems are made of 16-gauge steel tubing, and feature rebuildable baffles and leak-free collars. Chrome and plasma-coat finished systems sell for $199.95 (Honda CBX six-into-two is $325); black chrome pipes sell for $229.50 (CBX is $375). Pictured is the Suzuki GS1100 system.



**R.C. Engineering**
**13300 Estrella**
**Gardena, California 90248**
**(800) 421-1878**
**Catalog: $3**

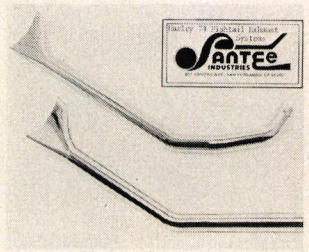
R.C. Engineering's line includes most Honda, Kawasaki, Suzuki and Yamaha models. All systems are street-legal and feature chrome or Kal-Gard black finish. R.C. Engineering's RR pipes are engineered for maximum cornering clearance, and require removal of the bike's center stand. Prices range from $219 to $339 for the Honda CBX six-into-one chrome model.



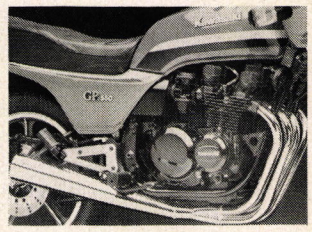
**S & S Headers**
**3565 Cadillac Avenue**
**Costa Mesa, California**
**92626**
**(714) 546-8635**
**Catalog: $2**

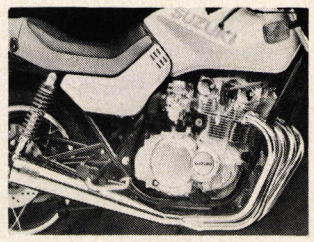
S & S Headers has collector exhaust systems for most popular street motorcycles, including Honda, Kawasaki, Suzuki, Yamaha, BMW, Norton, Triumph and Harley-Davidson. Pictured is the replacement system for the Yamaha Virago 750. S & S pipes have double-wall tubing from the cylinder to the first bend, and are triple-coat chromed. S & S also makes pipes for many off-road bikes, the Honda Odyssey and ATC, and Kawasaki KLT three-wheelers. Pictured is the ATC250. The S&S ATC system is claimed to weigh about half as much as the stock pipe, and comes with silencer and mounting hardware.




**Santee Industries**
**651 Arroyo Avenue**
**San Fernando, California**
**91340**
**(213) 365-3236**
**Catalog: $3**

Santee has a wide assortment of custom exhaust systems for all current, and many early-model, Harley-Davidsons. Pictured is the Fishtail for the Harley 74 (priced at $99.95; available for knuckle-, pan-, and shovelheads). Brackets and mounting hardware are included with all kits. Specify whether your bike's frame has a swingarm or rigid tail section. Santee makes collector systems for the Harley 74, Honda CB750 (1968-76), Kawasaki 900/1000 (1974-79), pre-1971 Triumph 650s and drag pipes for the Honda 350/360 twins.



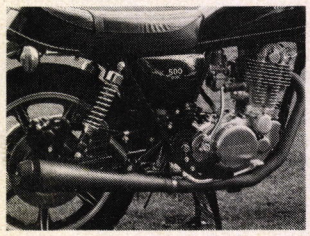


**Vance & Hines Racing**
**14010 Marquardt**
**Santa Fe Springs, California**
**90670**
**(213) 921-7461**
**Catalog: $2**

VHR has black or chrome systems for most Suzuki and Kawasaki street bikes, and for several Yamaha and Honda models. The pipes feature: oil filter access, centerstand retention, and VHR's patented twin-flow collector to divide the exhaust flow as it enters the

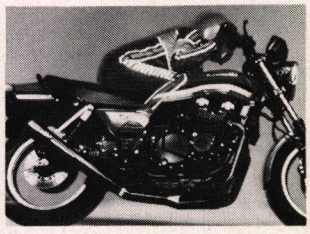
# SPECIAL EDITION: EXHAUST SYSTEMS

chamber for a claimed power increase over conventional straight-through collectors. Pictured are systems for the Kawasaki GPz550 and Suzuki 550 Katana. Both systems are priced at $219 (chrome) and $209 (black).



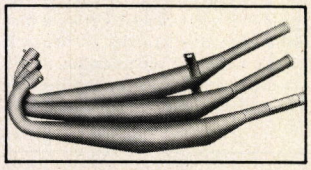
**White Bros.**
**11750 Seaboard Circle**
**Stanton, California 90680**
**(714) 895-1991**
**Catalog: $2**

White Bros. specializes in four-stroke off-road bike exhaust systems and high performance kits. Pictured is the White Bros. Supertrapp Silencer Kit for the Honda XR500. The kit bolts to the stock headpipe, and reduces weight by about three pounds. It retails for $59.95, and similar kits are available for all popular four-stroke off-road bikes. A street pipe is available for the Yamaha SR500, and features centerstand stop and adjustable noise discs in the muffler (noise is reduced by removing discs, increased by adding them). The SR500 pipe sells for $109.95, and a similar system will be available for the Honda FT500 Ascot.



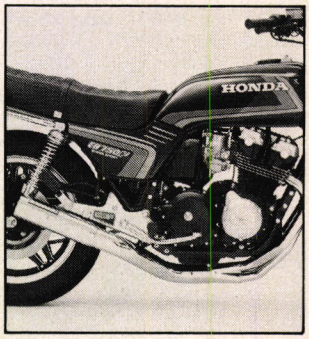
**Winning Performance Products**
**15137 Califa Street**
**Van Nuys, California 91411**
**(213) 780-0754**
**Catalog: $2**

Winning Performance Products has four-into-one and two-into-one collector systems for most street Hondas, Kawasakis, Suzukis and Yamahas. WPP pipes feature retention of the bike's centerstand and oil filter access. Standard finishes include chrome or Kal-Gard black; an optional "Astro-Blast" aluminized finish is available in three-colors—white, black or gold. WPP has slip-on megaphones to fit the Moto Guzzi Le Mans and SP models, too. All systems, except Pro Race models, are street-legal. Prices range from $125 to $220. Pictured is the Kawasaki GPz1100 system.



**Wirges Creative Performance**
**Box 408**
**Princeton, Illinois 61356**
**(815) 875-3354**
**Information available**

Wirges Creative Performance specializes in two-stroke systems for Kawasaki triples. The systems include necessary bolt-on hardware for mounting and are available in black or chrome. This system is for the rider interested in maximum performance from his Kawasaki. May not be street legal in some states.




**Yoshimura R & D of America**
**4555 Carter Court**
**Chino, California 91710**
**(714) 628-4722**
**Catalog: $3**

The Yoshimura Series VII exhaust systems are available for most popular four-stroke street bikes. The Series VII features an expanded twin-swirl metal baffle (competition baffles are available) with no fiberglass packing. All systems finished in Kal-Gard black retail for $195; chrome systems (as pictured on the Honda CB750F) are $210.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*Bassani Super Bike Pipes are available to fit most Japanese Fours. A flat black, plasma-coated aluminum finish is standard. Chrome available on special order for $40 extra. Requires removal of the center stand. Before installing a Super Bike Pipe for street use, check local noise ordinances.*

*Full price is $225. Bassani also manufactures a complete line of four-into-one exhaust systems strictly for street. These meet applicable noise standards and allow use of the center stand. Full price is $200 in chrome (plasma-coated black is $15 extra).*

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*Dennis Smith, privateer. In 1980, 3rd overall against the factories at Ontario 6-Hour; fastest first-day Daytona trap speeds at 160+ mph. Dennis could run anybody's pipe. But he doesn't. He's sold on Bassani.*

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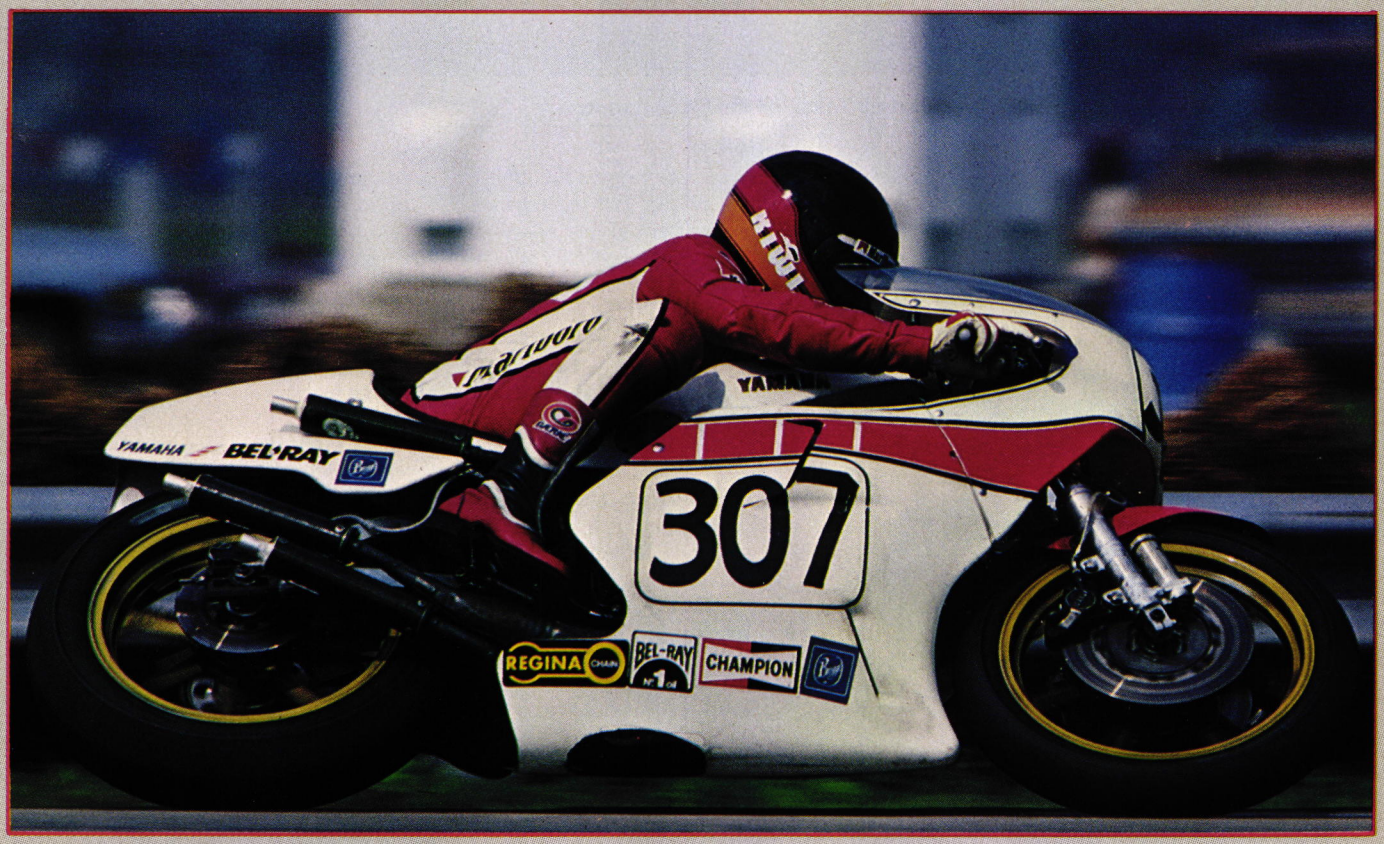
# SPORT LINES

*Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed*

EDITED BY DAIN GINGERELLI

# The Meek Shall Inherit Daytona

*A Kiwi perfects the Singleton-Stroke.*




PHOTOGRAPHY © 1982 PATRICK BEHAR

**Railbirds predicted that a 500cc two-stroke or 1000cc four-stroke was going to break the TZ750's Daytona stranglehold**

*But it was Graeme Crosby and his Yamaha OW31 that humbly inched forward to the 200-mile win.*

• Yamaha 750s are still the best bikes for winning the Daytona 200. Every winner since 1975 has been aboard one; only their methods of winning are different. Kenny Roberts practically lapped the field sprinting to his 1978 win, while Dale Singleton's two wins (1979 and 1981) came from a steady throttle-hand and plenty of patience.

1982's race was yet another TZ-benefit. Graeme Crosby rode his Team Marlboro Yamaha OW31, the factory version of the production-model TZ750, to a smooth though somewhat unspectacular win. His game plan was formulated on the Singleton-Stroke, which is actually an old racing axiom stating that a rider must first finish to finish first.

Regardless of his game plan, Daytona 1982 wasn't supposed to belong to a TZ750. Change was imminent, as the AMA's Formula 1 rule was now more than two years old, and two years was plenty of time for race teams to build proper TZ750-killers. The TZ's throat, everyone felt, had been cut. Finally something other than a TZ could win the 200. A 500cc two-stroke, or an unrestricted four-stroke literbike; anything but a Yamaha 750.

All bets were on Kenny Roberts and his factory Yamaha OW54. The 500cc square-four was much the same as last year's bike, only faster. According to sources at Yamaha, the newfound speed was attributed to less weight rather than more horsepower. Boasted Yamaha team manager Ken Clark: "The new bike is essentially the same basic layout as last year, but it's gone on quite an extensive diet. We trimmed a lot of fat off for this year."

Roberts didn't let his team—or his followers—down, either. He put his 500 on the pole with a record time of 2:01.841, for an average 114.346 miles per hour. He reported an even faster time was possible by using softer compound tires, but his time was safe, he felt, and he withdrew to await the race. Twisting the knife isn't Roberts' style.

But his time might not have been enough had things worked out a little differently for Team Honda's Freddie Spencer. According to team manager Udo Gietl, Spencer and his

*Continued*

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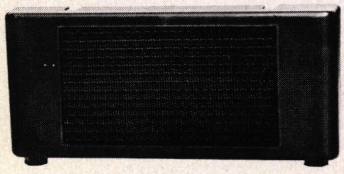

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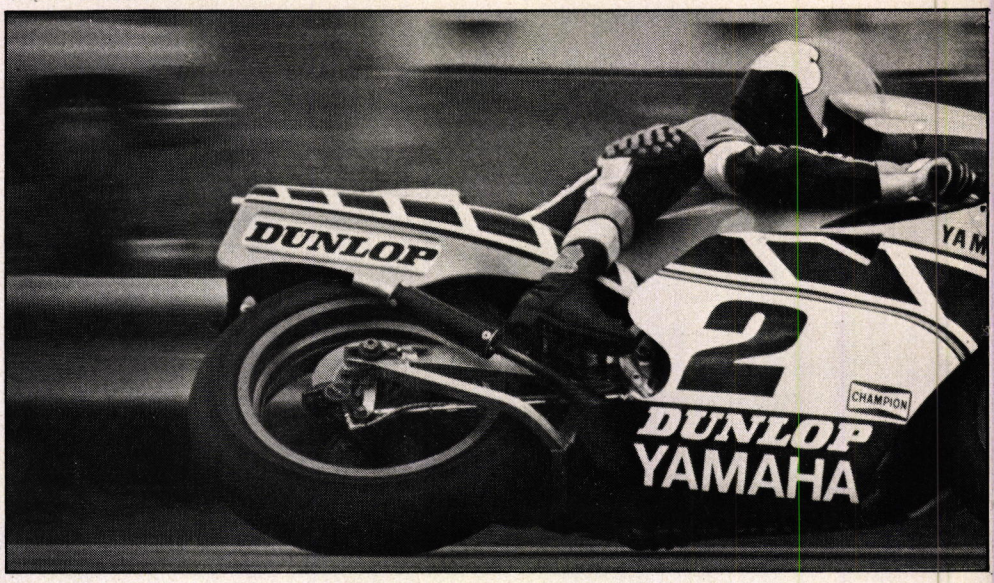


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**King Kenny on the OW54 throne**

*Abdication came on lap eight.*

new liquid-cooled vee-four FWS1000R clipped a 2:01.2-second lap. But it happened during a red-flag-lap, after a slower rider had crashed. According to AMA doctrine, all official timing is suspended until the track is deemed safe to race on again, and so Spencer's time didn't register on the AMA's clock. He had to settle for a 2:02.439 official lap, .150-second slower than teammate Mike Baldwin. Both were aboard FWS1000Rs, Honda's new F1 bike making its debut at a race with a history not kind to untried machinery. Honda hedged its bet with a pair of RCB1000 air-cooled inline fours though, for throttle jocks Roberto Pietri and Steve Wise.

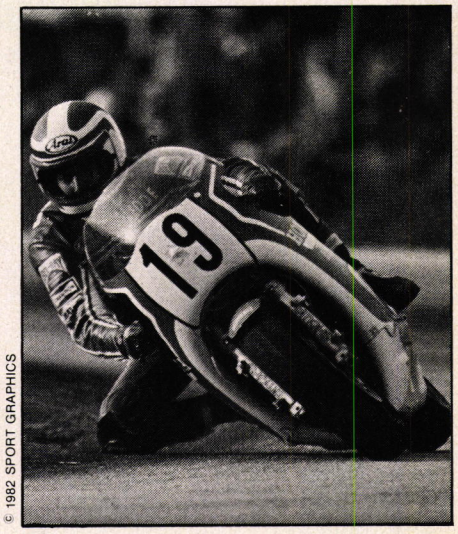
Roberts, Baldwin and Spencer were joined on the front row by Eddie Lawson (Kawasaki KR500 square-four) and, surprise, Graeme Crosby and his relic OW31. Most railbirds overlooked Crosby and his Yamaha 750, and instead gazed at row two; more 500s and 1000s. Randy Mamola's factory Suzuki RG500 snuggled up on the inside, with Frenchman Mark Fontan's 1981-model Yamaha 500, Wes Cooley's Yoshimura/Suzuki 1000 and Pietri's RCB1000 alongside. And, surprise again, on the outside of the second row was another Yamaha 750. This one was ridden by Mr. Daytona-Sleeper himself, Dale Singleton. He was the dark horse, and conjecture was that if a TZ won, it would be his.

The third-row-inside position was taken by another 500. Privateer Thad Wolff's Escargot-sponsored RG500 managed to qualify ahead of the TZ horde that filled most of the field.

The race developed into a hyperbike-hare/TZ-tortoise race. Pietri was the leading hare into the infield, but was quickly hauled in by Spencer's awesome FWS. Meanwhile, Roberts played his usual three-lap shadow-and-wait tactic. When his Dunlops thoroughly warmed on lap five, he struck. He led for three laps until his bike broke. It was his fourth Daytona DNF, and Roberts was visi-

**The Croz and Susan Callicutt**

*A new Mr. Daytona and Miss Winston.*

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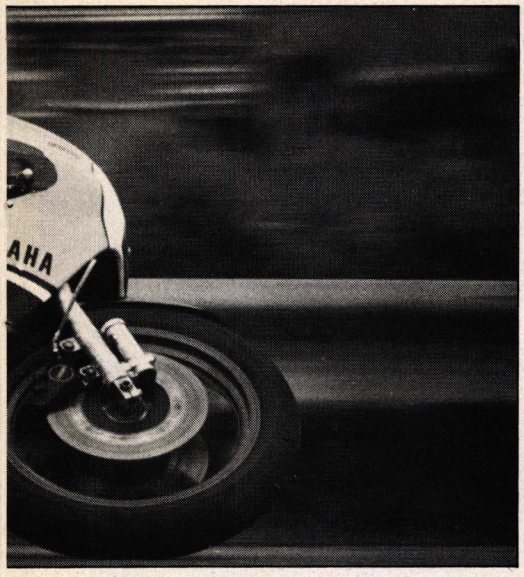
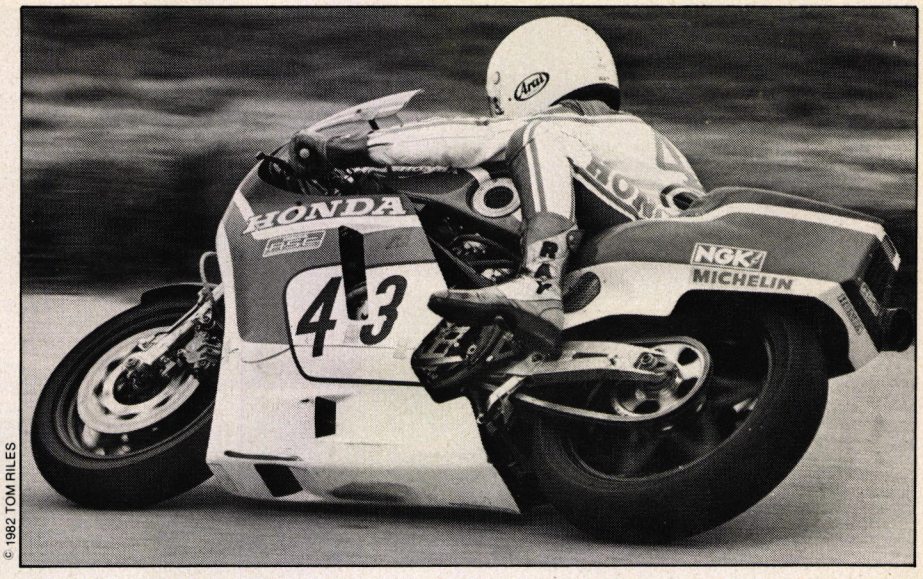
**Freddie Spencer drags a knee**

*One way to support a 385-pound bike.*






© 1982 TOM RILES

**Mike Baldwin and the 385-pound Honda**

*More powerful than a locomotive.*

bly upset. A trackside commentator caught up with him on the way back to the pits and put the microphone in Roberts' face to ask what happened. "It broke," responded a perturbed Roberts, "The wheel stopped turning It broke!" End of report.

The culprit was an aluminum water pipe. It was too flexible and cracked at the joint, letting coolant escape and drip onto a fuel-line. The warm coolant heated the line just enough to constrict it and the fuel couldn't pass through. Consequently, the engine seized. After Roberts cooled off and evaluated the situation, he confided to Clark, "Well, this *is* the first long-distance test of the machine." Clark himself reflected the feelings of the factory for the upcoming GP season when he said, "It's much better that it happened at Daytona than at a GP."

With Roberts out, Baldwin and Spencer freight-trained into the lead. But not without cost. Both 385-pound bikes began spitting chunks of rubber from their rear tires, and made unscheduled pit stops, Baldwin on lap 11 and Spencer on lap 12. Next in line for the lead was Lawson, but his fragile 500 failed on lap 27 when third and fourth gears broke. Crosby then inherited the lead and stayed there. The Kiwi rode with a steady throttle-hand, and even while Spencer closed the gap

*Continued*

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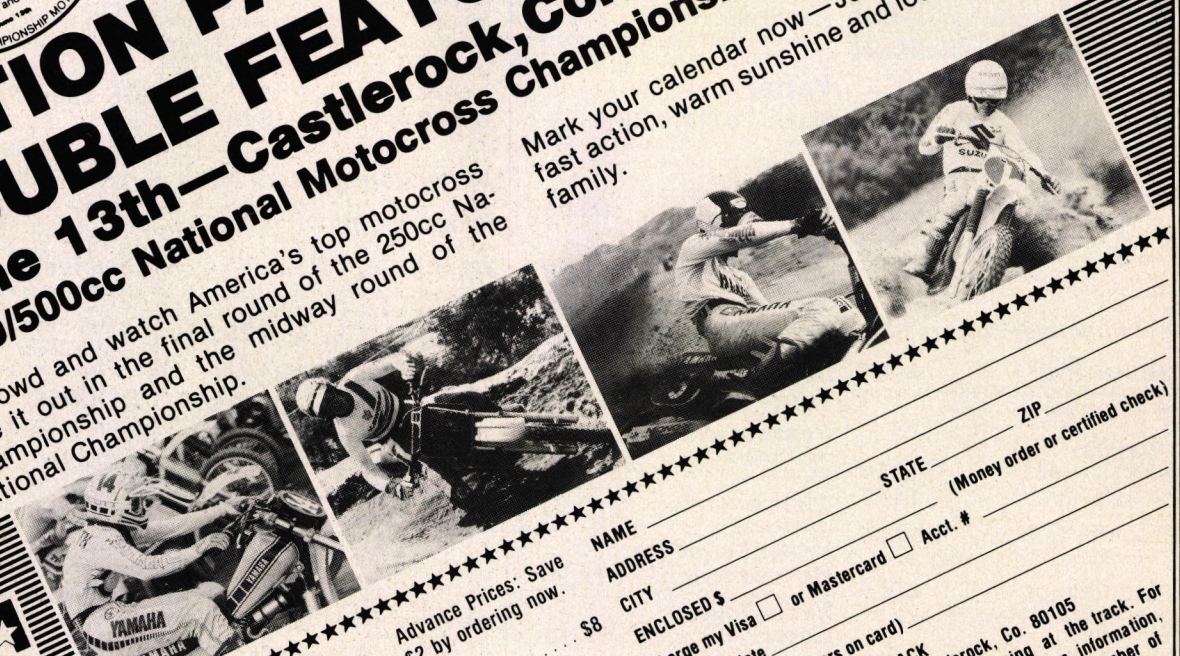


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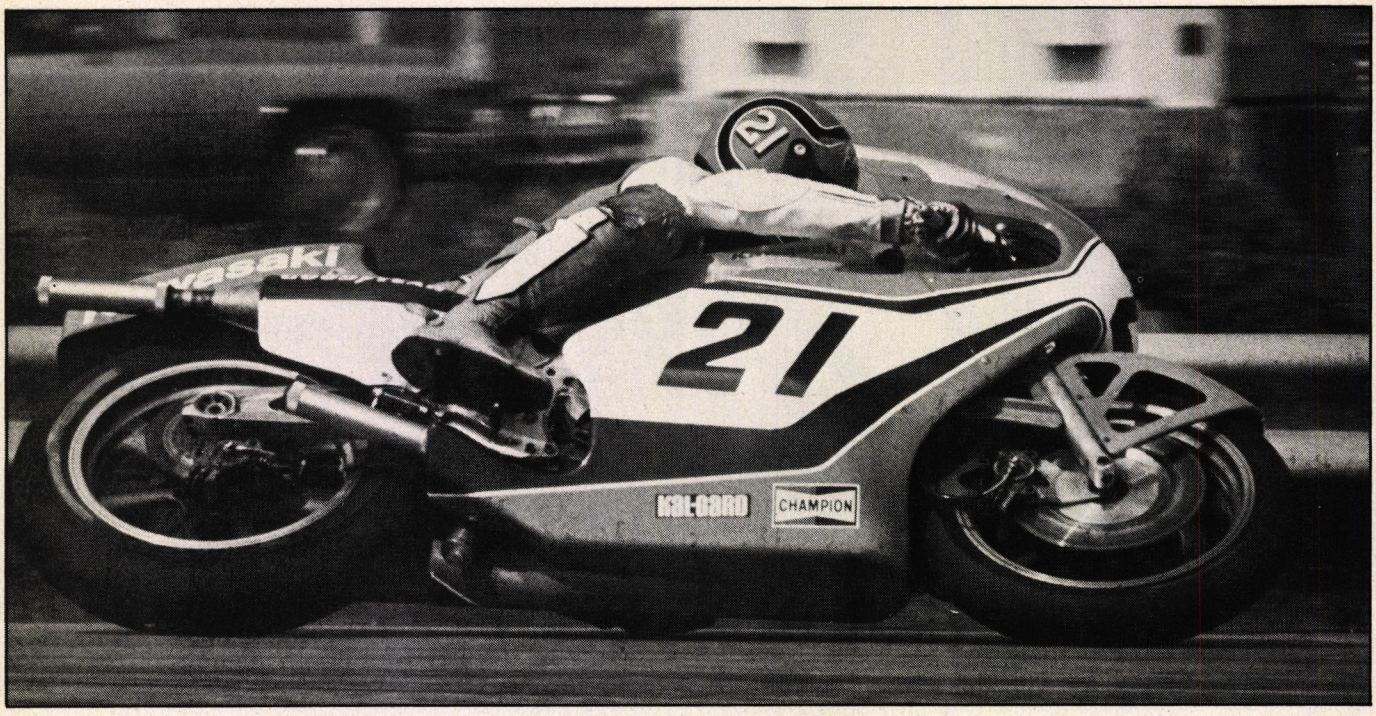


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**Lawson leading on his KR500 four**

*The transmission was the weak link.*

at a rate of three seconds a lap late in the race, Crosby never veered from his pace.

It was a nonsensational but typical Daytona win. Crosby, having perfected the Singleton-Stroke, maintained a cool head to win, preserving for another year Yamaha's grip on Daytona. Even Pietri used The Formula to pace his four-stroke to third.

And so Daytona is still a TZ affair. But while Crosby drank champagne in victory circle, he rubbed shoulders with the future. It's now only a matter of time before a four-stroke 1000 nudges into the center slot of Daytona's victory circle. It'll just take patience.

*—Dain Gingerelli*


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# Honda's Daytona Dilemma

*Getting a grip on traction.*

• There's no question who won Daytona. But who lost? Surely not Honda. But even though Honda had numbers in its favor—a four-bike team of two tried-and-tested air-cooled inline fours and a pair of yet-to-be-raced FWS1000Rs—few people figured its chances to win were good.

The inline four was perhaps a contender, but not a winner, against the speed of the two-strokes. And while the FWS was fast—pilots Freddie Spencer and Mike Baldwin reported that the new bike produced power just about anywhere from idle to redline—it was an unknown quantity as far as reliability. Honda had, indeed, produced a high-revving John Deere tractor-motor, but no one knew if it could last the 200 miles.

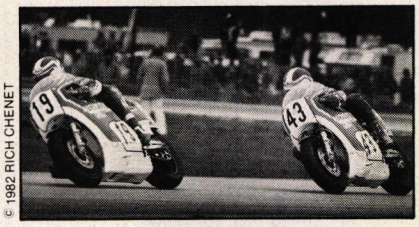
As it turned out, all four Hondas finished. Unfortunately, the John Deere-like horsepower generated by the FWS proved to be its Achilles' heel. There was just too much power on tap, and by lap 12 of the race both bikes had devoured their rear tires to the cords.

And the tire problem cost Honda the race. Spencer pitted prematurely on lap 12, then again on lap 26 for yet another tire change. The first two tires, explained team manager Udo Gietl, had the same soft compound successfully used all week by Honda in practice and qualifying. The tires even lasted 100 miles in the Superbike race the previous day. And to further the faith, they lived through three 200-mile "practice" races when Honda rented the track for testing. But as Gietl stressed, "They (Spencer and Baldwin) tested without Kenny Roberts next to them." No one—Spencer, Baldwin or Gietl—suspected they'd be *racing* at qualifying speeds. After all, Daytona is a 200-mile semi-enduro, not a sprint race.

But racers will be racers, and Spencer and Baldwin played Roberts' game of who-can-go-the-fastest. And the heavier Hondas quickly began digesting their Michelins. Spencer's 12-lap meal proved to be the factor in winning and losing too, as Crosby crossed the finish line just 11 seconds ahead. Total in-and-out time for Spencer's tire-change pit stop was more than that.

Gietl conceded after the race, "It would be unfair to declare the Michelin tire bad. Honda has created this monster, and we don't know what tire works best for it yet. The FWS's horsepower is greater than anything ever raced. I can't *tell* you how much power it produces."

And so tires, more than the race distance, was the deciding factor for Honda. But when Honda and Michelin work out the traction problem, Spencer can return for 1983's 200 and try to erase that 11-second deficit. *—Dain Gingerelli*



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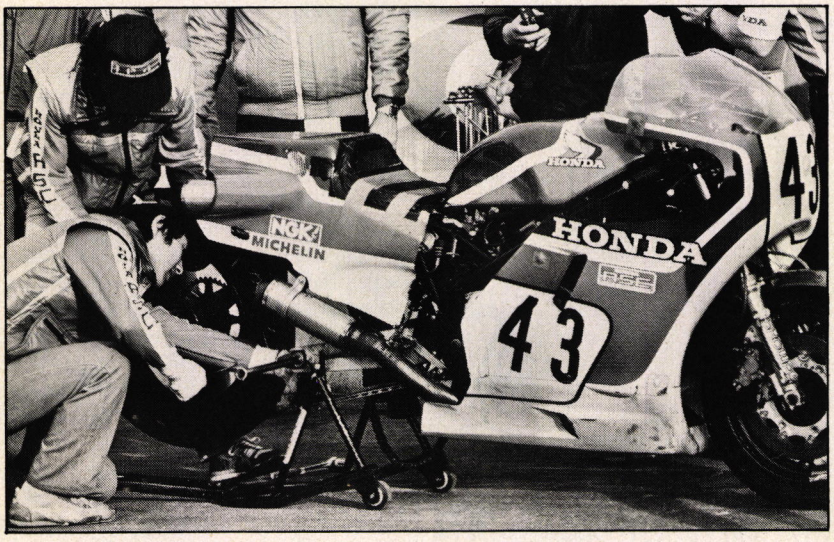
**Spencer and Baldwin's FWS1000Rs**

*Freight-training to the pits.*




**Baldwin's bike in for new rubber**

*Crossing a new frontier of power.*

*Continued*

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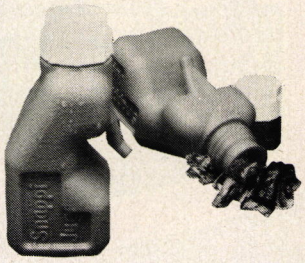

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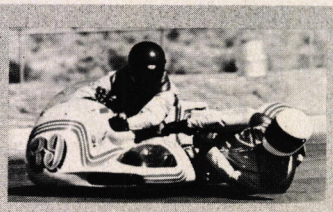

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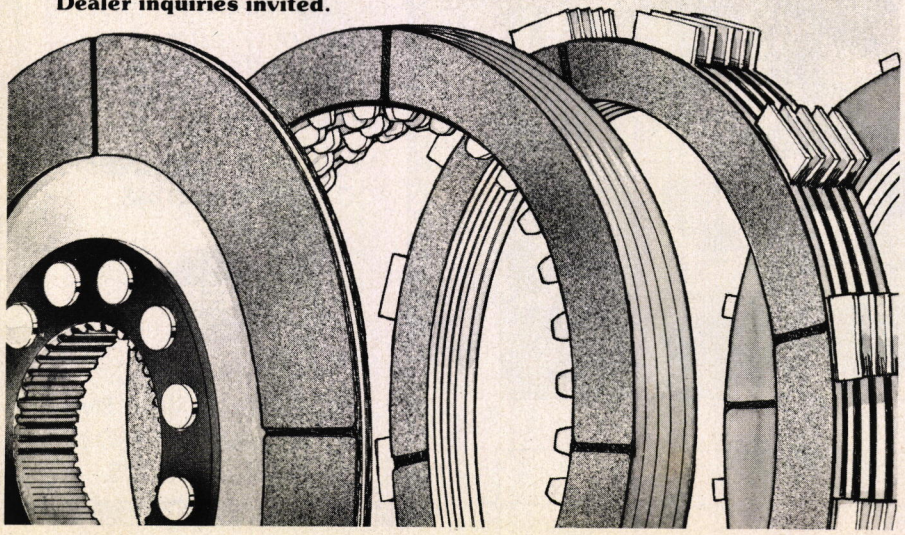


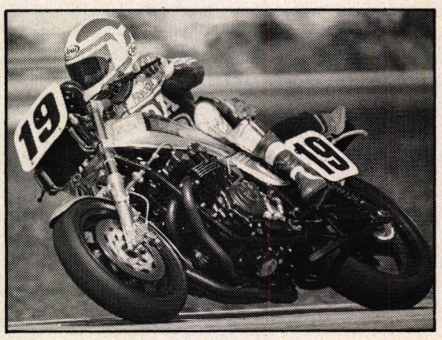


## DAYTONA:

# Bell Superbike 100

*Honda's rain-day cloud had a silver lining.*

• The Florida skies threatened rain all morning before the Daytona Bell Superbike 100, but the skies never opened and only Team Honda reigned over the race. Victory circle was drenched with silver CB900F-based superbikes, ending any doubt that a Honda would win the race. As it turned out, Hondas finished One-Two-Three, with Freddie



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**Fast Freddie Spencer and his CB900F**

*Silver Streak makes time at Daytona.*

Spencer leading teammates Mike Baldwin and Roberto Pietri home.

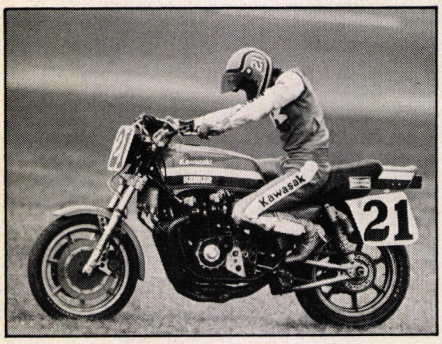
The opposition's only real hope to disrupt Honda's plans rested in the Kawasaki pit. But it wasn't the Kawasaki bike so much as its rider, defending AMA Superbike champ Eddie Lawson, who built the hope. Lawson's ace-in-the-hole to beat Honda was fuel economy, not speed. His GPz1000 wasn't as fast as the Honda silver bullets, but with approximately one-and-one-half more liters fuel capacity than last year's KZ1000J, it could go the race distance non-stop. But a pitless race would be possible only if Lawson could stay with the faster Hondas during the early laps of the race. By tucking into their slipstream, his Kawasaki wouldn't have to push as much air and could act as a high-speed parasite to conserve precious fuel for later in the race when the Hondas would either pull away, or have to come in for their own refueling.

As it developed, Lawson blew his start, and while his rear tire smoked off the line, the Hondas hustled their freight-train out of Lawson's reach. Lawson had to play catch-up, and in the process of passing slower riders, he also passed more fuel through his cylinders than the team planned for. Consequently, the decision was made by team manager Gary Mathers to abort the non-stop idea. Plan B was put into action; the bike would make a routine pit stop for gas. It was also an indirect way of surrendering to the Hondas.

The Kawasaki pit-signal procedure initiates a three-lap countdown to pit time. The L1 pit-sign means three laps to pit. The L2 signifies two laps and GAS tells the rider to come in next time around. But as the preparatory pit-boards flashed in front of Lawson, he did some of his own 160-mph reasoning. He figured if he could make it non-stop, second place was his, and if Spencer's bike encountered any problems at all, winning the race was also within reason. Lawson gambled and neglected the pit signal. And on the last lap of the race, his bike rolled to a stop, its standard GPz large-capacity gas tank bone-dry.

Mathers was furious with Lawson's decision. He said after the race, "I was upset at the time, but I went behind the van and cooled off." After his temper returned to pre-race level, he reflected on why Lawson elected to forego a pit stop: "Eddie's bike was slower than the Hondas, and he was getting frustrated." The frustration led to his decision not to pit, which ultimately cost him third-place points. Race points are something Mathers, as team manager, always considers in the overall championship picture, but a racer with the intensity of Lawson looks at it differently. Each race has its own merit, and each lap and each rider in those races warrants separate attention, too.

While Lawson coasted to a stop on the infield, the Hondas steamrolled to a clean



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**Half a lap to go, but no gas**

*Ignoring the pit sign is no excuse.*

sweep. Adding to the sweet success was rookie Steve Wise's eighth-place finish. Team manager Udo Gietl casually remarked following the race, "Everything went incredibly well." An understatement, indeed.

Honda's grand slam wasn't just a stroke of luck, either. It was a deserving win, a culmination of two years' hard work and frustration. The new bikes, according to Gietl, were essentially refined versions of the 1981 machines. The major improvements focused on steering; 16-inch front wheels, slightly different steering-head angle, and new forks and mag wheels helped quicken the maneuverability through the corners. "They're pretty much last year's bikes," claimed Gietl, "except they steer quicker."

Spencer, Baldwin and Pietri had no problems steering them into victory circle, either. The toughest part of their race-day was deciding which of the team members got the first swig of victory champagne. *—Dain Gingerelli*

*Continued*

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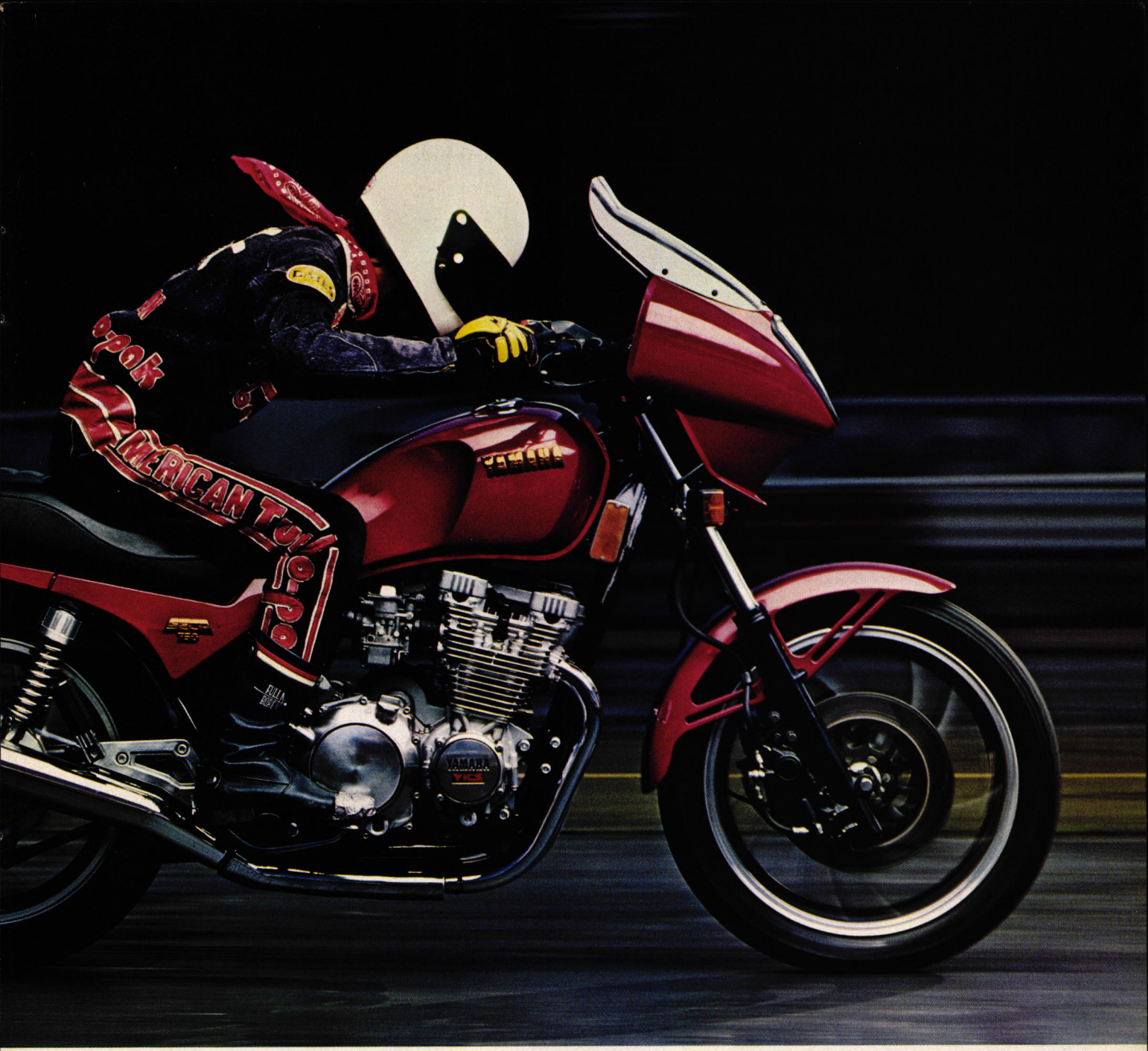


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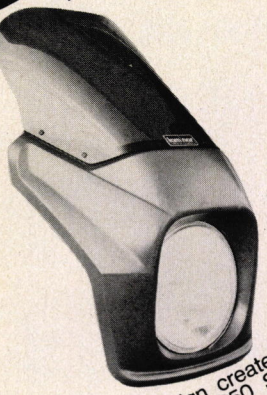

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## SUPERCROSS:

# Barnett vs. Honda

*The Suzuki rider parts the Red Sea.*

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**Supercross champ Mark Barnett**

*Parting the Red Sea.*

• After being stomped on in last year's Supercross series, Honda was ready for 1982. The Big Red Machine showed up at the season opener in Anaheim with an armada of bikes, for both factory team and support riders.

Honda didn't dominate Anaheim through numbers alone, though. The red bikes won all four dragraces to the first turn during qualifying heats because they were laden with horsepower. And as Supercross racers will attest, the first rider into Turn One stands the best chance of winning the race.

Donnie Hansen's Honda also was one of the first off the line for the main, giving him a boost toward his victory. By the end of the evening, most of the 70,000-plus capacity crowd were convinced that the Hondas were the best bikes on the track. As a member of another factory team said of Honda's speed at Anaheim, "They're like roadracers."

Indeed. Honda swept three of the top four places at Anaheim. Johnny O'Mara and Darrell Shultz placed third and fourth, while only Jeff Ward's second-place Kawasaki added any additional color to the victory circle ceremonies.

Most people attribute Honda's recent success to Roger De Coster. The new bikes are based on last year's equipment, with refinement to engine power and suspension. De Coster later boasted like a proud little-league dad about the 1982 racer, "Those bikes are mine." Meaning: The Man had a fair share in deciding the final engineering input to the factory racers, as well as the production CR line.

Honda's Anaheim flurry wasn't a fluke, either, as Hansen continued to steamroll at Seattle. Teammate Shultz played bridesmaid at the doubleheader both nights, too, follow-

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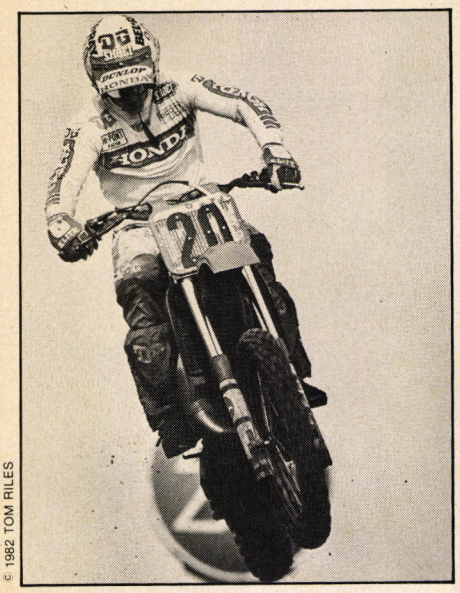

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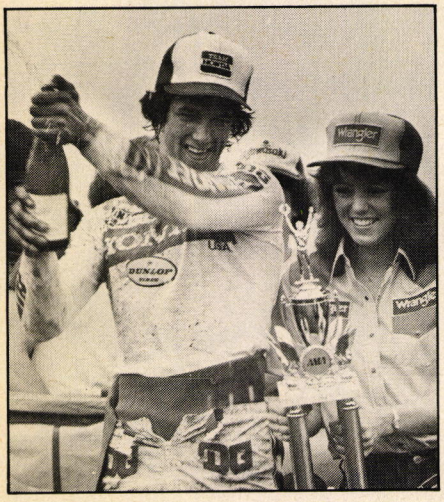
**Darrel Shultz over target at Daytona**

*Taking aim, and bombs away for Honda.*

ing Hansen, then Suzuki-mounted Mark Barnett across the line. Shultz finally pulled a win out of the hat for himself at Daytona, giving Honda three of the first five race wins. Bob Hannah's Atlanta win the week before, coupled with Barnett's Seattle victory, helped spread some of the gold to non-Honda riders.

But as successful as the Honda machines appear to be this year, the winningest rider is Mark Barnett. After a bad start at Anaheim, the defending indoor-MX champ has three wins, including a doubleheader sweep at Houston a week following Shultz's Daytona win. After six races the scorecard shows Honda and Hansen on top with 161 points, and Barnett in second at 152.

It's becoming obvious that to win in Supercross this year, the motorcycle must have Honda inscribed on the gas tank. If it doesn't, then look at the winner's leathers. Chances are they'll have the letters B-A-R-N-E-T-T patched on the rump. *—Dain Gingerelli*



**Shultz serving champagne after race**

*Guests include non-Honda riders, too.*

*Continued*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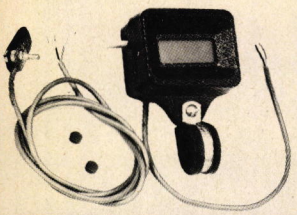

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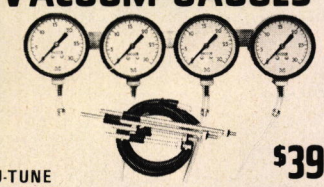

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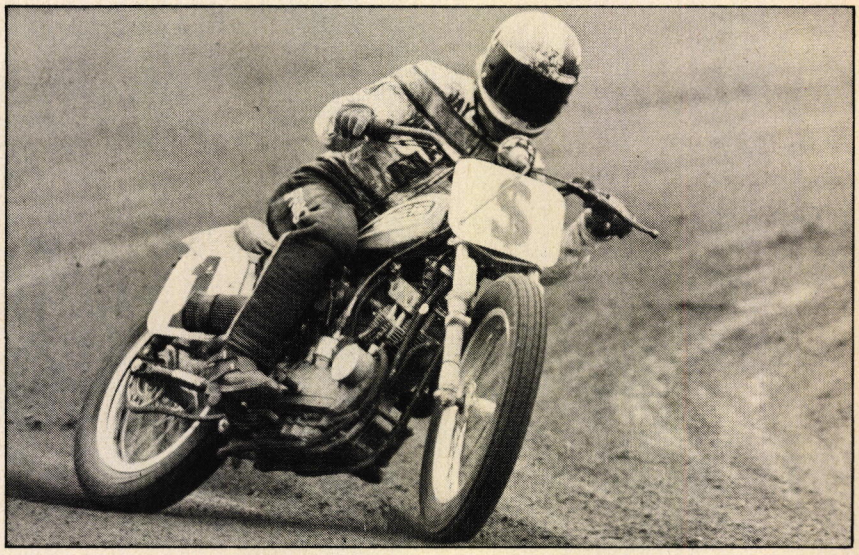


**Jay Springsteen on the roll**

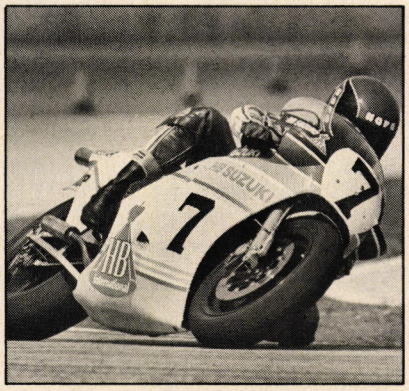
*$101,000 of R.J.'s money.*

• Winston pays good: If money is an indication of success, then Jay **Springsteen** is the most successful rider on the Winston Pro Series trail. According to the R.J. Reynolds Tobacco Company bookkeepers, Springsteen has grossed **$101,000** from the Winston Pro Series point fund since he rose to the expert ranks in 1975. That's more than any other racer. Gary Scott is second in the money race with **$88,950**, while current AMA No. 1 Mike Kidd has reported $48,150 of R.J.'s cash to the **IRS**. Kenny Roberts has smoked away **$45,950**.

• Chain-sponsor: **HB International**, a subsidiary of British-American Tobacco Company, has followed Winston's lead, too, involving itself with motorcycle racing. The European cigarette company rolled a three-year package—worth over one million dollars—with Suzuki's roadrace team. Team riders Randy **Mamola** and Virginio **Ferrari** obviously hope to make it an annual habit.

• Three on a match: Yet a third cigarette firm currently involved in motorcycle racing is Marlboro. **Marlboro** sponsors Giacomo Agostini's Yamaha team, and has Daytona winner Graeme Crosby as its number one rider. Crosby will have a **Yamaha 500** square-four, similar to Kenny Roberts bike, to campaign this year on the GP trail. After initial tests on the bike last winter, Croz publicly compared the Yamaha to the Suzuki **RG500** he raced during the 1981 season. He said the steering characteristics feel **lighter** with the Yamaha, and engine power delivery is over a broader rpm-band, peaking at **12,000**. The Suzuki, he claims, has a more limited powerband that's usable only between 7,500-10,000 rpm.

• Add Agostini: When **Agostini** left Daytona last spring, he did so batting a thou-



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**Randy Mamola and the HB-RG**

*Hoping to make HB a habit.*

© 1982 PATRICK BEHAR

**Giacomo Agostini—retired**

*But still undefeated at Daytona.*

sand at The Beach. "Ago" won his only race there in 1974 aboard a Yamaha **TZ700**. And now that his team won its first—and only—Daytona race, he continues his **unbeaten** streak.

• Foreign affair: The Italian Stallion wasn't the first foreign rider to win there, however. The year before, Finland's **Jarno Saarinen** won on a Yamaha **TZ350**. Saarinen was the first non-American to win at Daytona Motor Speedway, but not at Daytona. That claim to fame goes to Canadian **Billy Mathews**, who has two Daytona 200s to his credit. Mathews won both races (**1941, 1950**) when the race was held on the beach. He was aboard a **Norton** both times, making that the first foreign marque to win there, too.

• Chips, chaps, and stadiumcross: **Stadiumcross** may become a permanent fixture in England. The English races will not be held in general-interest sports stadiums as in America, but on infields of established **speedway** tracks. The proposed format for the racing is radically different than American racing, too. As the race leader overtakes slower riders in the main event, the lapped riders are **automatically eliminated** from the competition. The race concludes when all riders are lapped by the leader, or 10 laps have transpired.

• The Awesome GP: The Carlsbad USGP is now known as the **Datsun USGP** at Carlsbad. America's premier motocross race will be sponsored by Nissan Motor Corporation, maker of Datsun automobiles.

• More Awesome: Russ Collins is back in dragracing's limelight. He's returned with something even more incredible than the **199-mph** V-8 Sorcerer. His bike will be a top fueler using a Honda **Gold Wing** engine. With the help of automobile pistons and rods, the opposed-four engine will displace **2000cc**. The rig will be unorthodox by dragrace standards, nestling its engine between the rider and rear wheel, "much like a **funny car**," as Collins puts it. Mr. R.C. claims the supercharged two-liter engine will produce more than **500 horsepower**. The goal: **200** miles per hour.

• Quote Department: Gary Mathers, Kawasaki team manager, disclosed that **Eddie Lawson's** Daytona ride was cut short because third and fourth gears broke. He said of the broken parts, and the Japanese inclination for secrecy in racing: "We shipped the parts to **Japan**, and they'll (Kawasaki's engineering department) fix whatever was the problem. We'll (the U.S. team members) never know what went wrong, but whatever it was probably will **never happen again**."

*—Dain Gingerelli*

*Continued*


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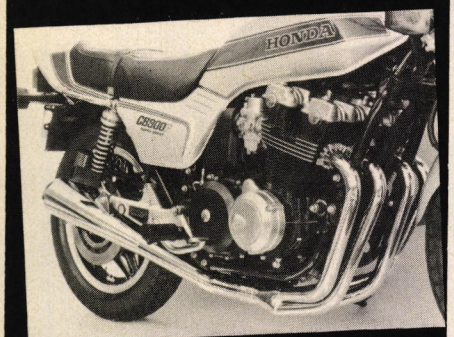

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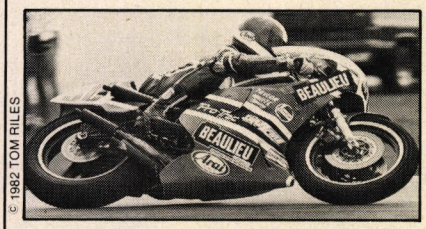
# Winners & Losers

## Yamaha TZ750/OW31

*The real Daytona Special.*

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**Two-time winner Dale Singleton**

*Just doing a new Singleton-Stroke.*

• After Graeme Crosby's Daytona 200 win, many race fans shook their heads and wondered. They wondered why Honda didn't win with its formidable four-stroke power-play; they wondered why none of the high-zoot 500s won. But most of all, the stunned and somewhat let-down Daytona crowd wondered why they didn't pick Crosby to win in the first place.

After all, Croz—as his race cronies call him—has credentials deserving of a winner. He has several Isle of Man gold medallions, he's the reigning English F1 champ, and he was the toast of the 1980 Daytona Superbike race. Credentials aside, the odds-makers overlooked one other important factor in Crosby's favor: He qualified fifth fastest with a Yamaha OW31. OW31s are simply factory TZ750s, the type of bike that has owned Daytona's victory circle since 1975.

The Yamaha 750's(either in factory OW31 dress or standard-issue, for-the-customer TZ750 form) Daytona success is even more remarkable considering that the factory suspended production of the racers in 1978. The bike is based on an old design, dating back to the dual-shock TZ700 (itself the 1974 Daytona winner with Crosby's team manager Giacomo Agostini at the throttle). But there's no disputing the 750's age.

Crosby's bike was actually a specially built OW31 assembled from remaining parts. When Yamaha International originally requested a bike for Crosby, it found itself in the embarrassing position of having only Kenny Roberts' 1981 back-up bike on call. So the hot-rod OW31 was put together by Dave Cullen and Trevro Tillbury in Japan, then shipped to Florida, where Crosby had it and KR's 1981 back-up to choose from.


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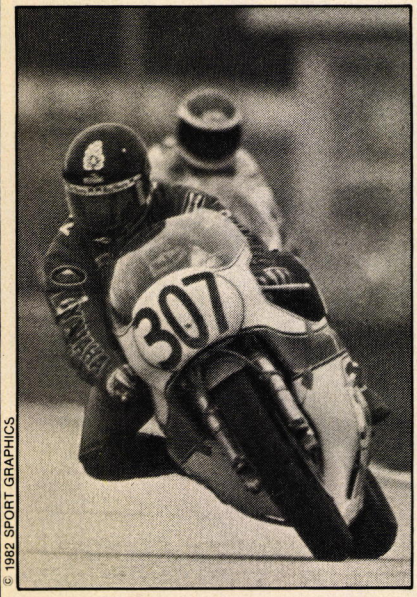
A favorite Speed Week rumor persisted, however, that Crosby was on KR's 1981 OW31, the One-Lap-Wonder. Finally, after the race, more of the truth was learned. Confessed Yamaha's Ken Clark: "It (Crosby's OW31) wasn't Roberts' bike, as many people said, although it did have some parts from Kenny's last-year bike." Clark didn't say exactly what parts were used, and Yamaha people didn't talk much about the whereabouts of the One-Lap-Wonder, either. Important to Yamaha was the fact that Crosby continued a Yamaha tradition, winning the marque's eleventh consecutive 200. And he did so on what might be construed as an obsolete motorcycle.

Crosby and his hodge-podge racer won in non-spectacular fashion, too. It was the same technique used by Dale Singleton in 1979 and 1981. It was the Singleton-Stroke, and to do it a racer needs a cool head and a TZ750.

Singleton didn't slight his TZ750 for not winning, either. It finished, and that was important. It's tough to compete against factory horsepower, but a sly privateer such as Singleton realizes that he can *finish*, anyway. And finishing is half the battle. As he stated about his—and any—TZ750's stamina and reliability, "The TZ750 is real dependable; they die of mileage fatigue. Nothing else."

And as long as Team Yamaha can scrounge more TZ750 parts from the boneyard, you can bet they'll probably continue building special Crosby-replica mileage-makers for future Daytona 200s. It's a near foolproof formula that's tough to beat. *—Dain Gingerelli*

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**Crosby and the hodge-podge OW31**

*A throw-together winner.*


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# LETTERS *Long shots, Short takes and Taking the long way home.*

**LOGO NOGO**

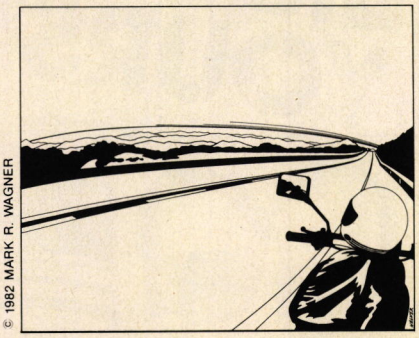
I see a lot of opinions expressed in your letters department, so I thought I would express one of my own. I don't know who started it, probably some aftermarket company, but those company logos stuck on the sides of exhaust pipes, like the ones on the '82 Kawasakis, look really tacky to me. I mean, how many times do you have to announce who made the thing? I'm just glad my 1981 GPz550 doesn't have that junk on its exhaust, and I hope that this isn't the beginning of a new trend for all manufacturers.

Breck Milde
Santa Cruz, California

*Let's get this straight. Are you saying that you want your deposit back on the '83 Jordache GPz?—ed.*

**'EH COUPLE OF LETTERS**

I'm presently in Sault Ste. Marie, Ontario doing my commercial helicopter training, but my home is in Calgary, Alberta. I was just reading Ted West's story about Canada's speed limits and the monotonous highway from Calgary to Edmonton. Agreed, but let's not let everyone




think that's what all of our roads are like. Less than an hour's ride west of Calgary are the Rocky Mountains—but don't take the Trans-Canada; take the old A-1 Highway. It's a good ride with lots of curves and some fantastic scenery. Near Canmore the pavement is new and it's very twisty.

For all you dirt fans, there's good riding within an hour from Calgary. Camp for the weekend and ride all day. There are pretty good shops for parts and service, too. Most of them are operated by longtime enthusiasts who are eager to lend a hand. Our gas is cheap, and fellow riders from the U.S. or anywhere are always welcome. If you're planning a trip, come on up and have a look around. I ride an RD350LC and I'll be happy to show you the sights. And good day, 'eh!

Jeff Carruthers
Sault Ste. Marie, Ontario, Canada

After reading Ted West's "Life Begins At 55" in the March issue, I'm left with one thought. The thing that makes me laugh about most Americans (or transplanted Canadians) is the absolute bewilderment they experience when they visit the most pristine nation on earth. They come here dressed in Arctic clothing for a nice excursion of summer snowmobiling only to find—gasp—sunshine. Or, they come here and because it might not always be sunny, they bitch to no end.

Well, I suggest that next time, Ted, if you'd like to do some *real* street riding, you explore British Columbia. Also, don't complain about our metric system (it's here to stay and it only makes sense to know the basics if you're going to travel our highways) or our weather. There are worse things here. Like tourists.

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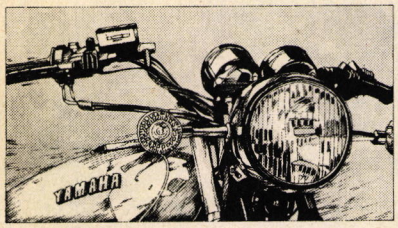
# LETTERS

Our dollar may only be worth 80 cents, but we do enjoy clean air, low crime rates, beautiful scenery—and we *can* simply stroll down to our local Yamaha dealers to purchase an RD350LC (sorry guys). Hope you have the gall to print this, the truth.

Liam Reilly
Penticton, British Columbia

*Gall? Reilly, a little Chauvin adds spice. Too much spoils the sauce. Could you possibly be from the same continent as Carruthers?—ed.*




**PEARLS OF WISDOM**

Well, someone finally has done it. I can stand being called a goon-eyed geek, but Mr. Pearl Harbor has gone too far by insulting my Virago.

This is the first letter of any kind I've ever written to a magazine. I've owned 750 Hondas, Suzukis and other Yamahas, and never really enjoyed any like my 750 Virago. Which, by the way, I've owned only five months and have already put 10,000 miles on. I am planning a Canadian trip on it this summer. In my opinion, it is the best motorcycle Yamaha has ever produced.

As for Mr. Pearl Harbor, I think he should be put in a zoo. He's obviously dangerous to himself and to others.

Mike Jones
Shawnee, Oklahoma

To Mr. Pearl Harbor: The Yamaha dealer gets good money for pig-iron trade-ins, especially *imitation* Viragos. Too bad the only way you can outdo my Virago is to dump about $15,000 into your engine and another $12,000 into the frame. Wrap your brand in a torpedo and it will *sink*, the same as old Edsels did. The Virago is 70 years advanced and $2,000 cheaper.

P.S. I am an American, but that's the way it goes.

Don Jones
Oakland, New Jersey

*Apparently—ed.*

To your credit, you offer something lacking in other motorcycle magazines: the chance to see ourselves as a society of motorcyclists. This is not only evident in your editorials, but in your letters section as well.

Now, about some of those letters. Can't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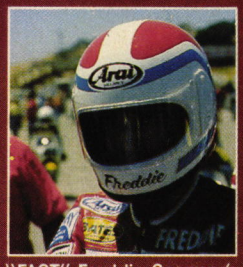


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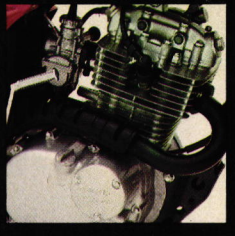

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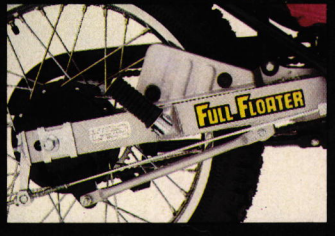


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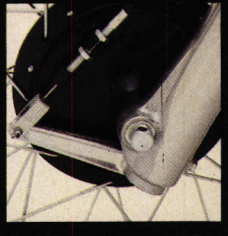

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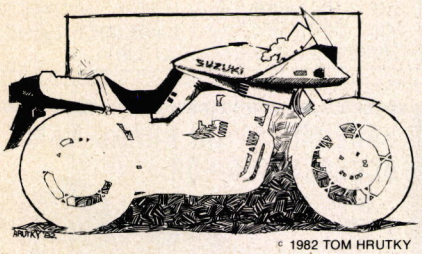
# LETTERS




© 1982 TOM HRUTKY

we stop calling the Katana ugly? Outrageous, bizarre, yes. Even abnormal. But therein lies much of its un-appeal. *It's different.* It was designed with a high-tech attitude. Dislike it, criticize it, sure, but don't worry, high-tech poses no threat to Spanish Mediterranean or any of the other styles you might be comfy with.

And intolerance again. Japan is allowed to "imitate" the red-blooded-American-looking venerable old Harleys if there is a market. We are all riders, from Vespa to Harley, café racer to lowrider. If we want to find opponents to our riding pleasure, they are there in other vehicles, sometimes intentionally. Let's take a hint from this magazine we read and throw all of our approvals and disapprovals *objectively* into this big world that is motorcycling. Open minds would make us all different from the rest of a close-minded country.

J. Serfass
Bethlehem, Pennsylvania

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Well now for once I think us Canucks can say we've got on top of you Yankees.

I'm sure you've all heard of the GS1000S Katana. I'm sure you have, but might any of you out there in Red, White and Blue land know of our version of this rocket? You guessed it, the GS1100SZ Katana. Now, if you guys *really* wanted the fastest ride from a stock bike, I'd suggest that you come up and see us, and we'll see if we can't find a cure for your itchy palms. Satisfaction guaranteed.

Claude Duchesne
Sturgeon Fall, Ontario, Canada

**ONE MAN'S FEAST**

The Katana is still my dream bike, even though you crucified it in your December issue. Whether the Katana is ugly or not is up to each individual's opinion. *I* think the Katana is the most attractive motorcycle now produced, and the majority of the people I've talked to think it is attractive also. Admittedly, the styling does have flaws. A normal café-type fairing would look just as good and provide better protection.

You said the suspension was way too stiff for normal street use. Has it occurred to you that the bike is not designed for "normal street use?" I expect the


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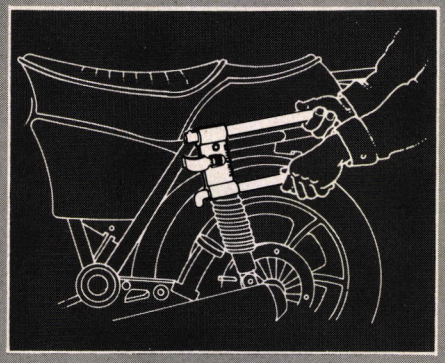

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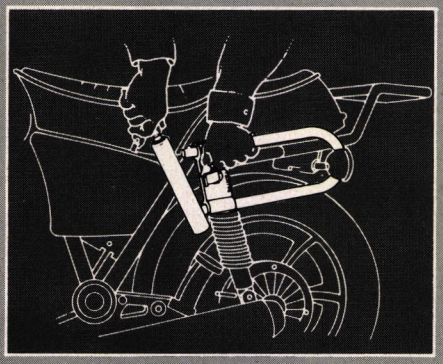

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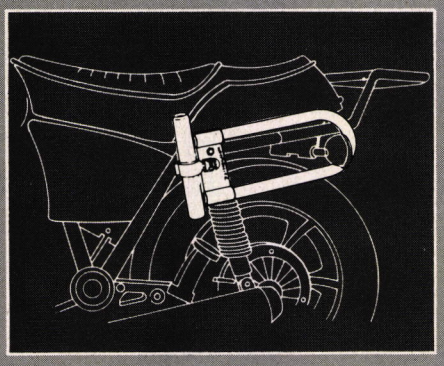

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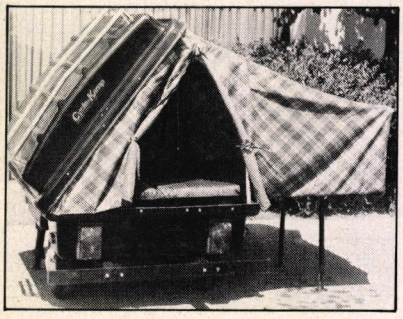

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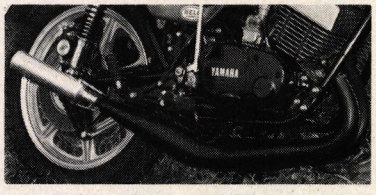

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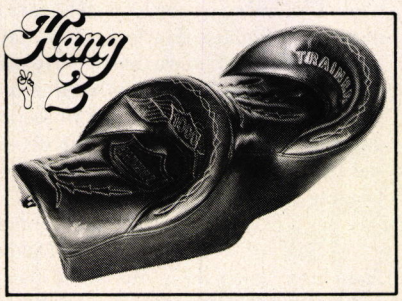

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# LETTERS

suspension to be a bit more compliant for me than it was for most of the testers, due to the fact that I tip the scales at 250 pounds. I must acknowledge the fact that being six-feet-six-inches tall will make riding the Katana a cramped proposition, but then again, riding any motorcycle is a cramped proposition for me.

The Katana is my dream bike. It is one of many new motorcycles that I lust after: CX500 Turbo, XZ550 Vision, GPz1100 and GS1100E, but I could only choose one, and it had to be the Katana. I have to admit it, I'm in love.

Ethan K. Wood
Bethlehem, Pennsylvania

*And who here will stand between a 250-pound, six-foot-six rider and his motolust?—ed.*

### HANGER-ON

Re: Cover February '82 Yamaha Street Cruiser vs. Sport Tourer.

Comment: Beautiful Machinery.

Thought: Now just where and how the bleeping bleep do I hang the crash bars and highway pegs on this boulevard bomber?

Sign me Boulevard Barney, Dallas.

B.L. Dowd
Dallas, Texas

*Sources indicate that Virago engine guards can be had from any Yamaha dealer. They bolt into the "Lawwill Lug"—ed.*

### VEE BUFF

Don Fuller is to be congratulated for his minitest on the Virago in the January issue. It really hit home. I have an '81, and shortly after I purchased the bike I installed a set of raised-white-letter Dunlops and aftermarket pipes and a sissy bar. I've gotten lots of compliments on this bike, and a new addition will be a chrome kit for the engine in the spring. The bike attracts a lot of attention on the loop on Saturday nights, and many Harley riders have turned their heads more than once to take a second glance. The XV is what American riders want, and I'm glad to see the Japanese building it. I hope that we can see this style of bike in years to come, because I'll be buying them.

Richard Duman
Vermillion, South Dakota

*How many times more than once does a rider have to turn his head to take a second glance?—ed.*

### THEY WAY THEY WERE

I thoroughly enjoyed the Superbikers coverage in the February issue. *That* looks like fun.

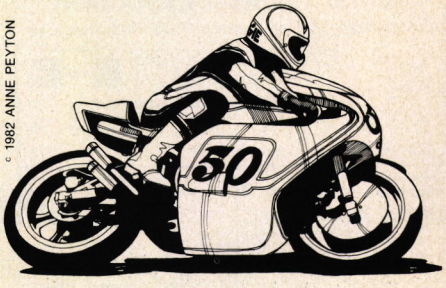
I remember doing this kind of thing back in 1966-67—we called it scrambles racing back then. We used hot-rodded 305 Hondas and Dunlop K70s on a dirt track at an abandoned factory site.

Even though I work for a rather conservative company, I still commute on a bike (pre-Katana GS550). Maybe I should get back on a 500cc single and build a new "street scrambler" and take the long way to the office . . .? I sure hope that kind of bike catches on again. Six-cylinder, 10-second quarter-milers are all right if you can lay out the initial cost plus insurance and maintenance.

Now, what do you suppose the Honda RC498 would do in the quarter as set up for this type of work?

Joe Sahlein
Fremont, California

*Enough to make that daily commute interesting—and a whole lot quicker—ed.*



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### VULTURE BAIT

I'm writing about the vultures who took the CB400T and CM400T out of Honda's lineup. I think they made a bad mistake. I own an '80-model CM400T, and for my personal use, I wouldn't take three grand for it. In fact, I don't intend ever to part with it. I hope that if they don't make the CM400T anymore, they don't run out of parts. Can you shed any light on this?

Gordon B. Newsome
Jennings, Florida

*Only the light from the headlamps of the CB- and CM450T, the uprated replacements for the 400—ed.*

### WE WEREN'T TZing

I noticed in an old reference in CYCLE GUIDE's Cycle Guide something that brought up a lot of questions. It said that the Yamaha TZ750E had a top speed of 180 mph and a weight of only 331 pounds.

My friends and I think that this is a misprint of some kind. If not, we apologize for even thinking it. We would appreciate it if you could send some more information on the bike, and possibly some pictures.

Dwight D. Gray
New York, New York

*Apology accepted. The TZ we tested was geared for 180 mph. As for pictures, turn to Sport Lines—ed.* ●

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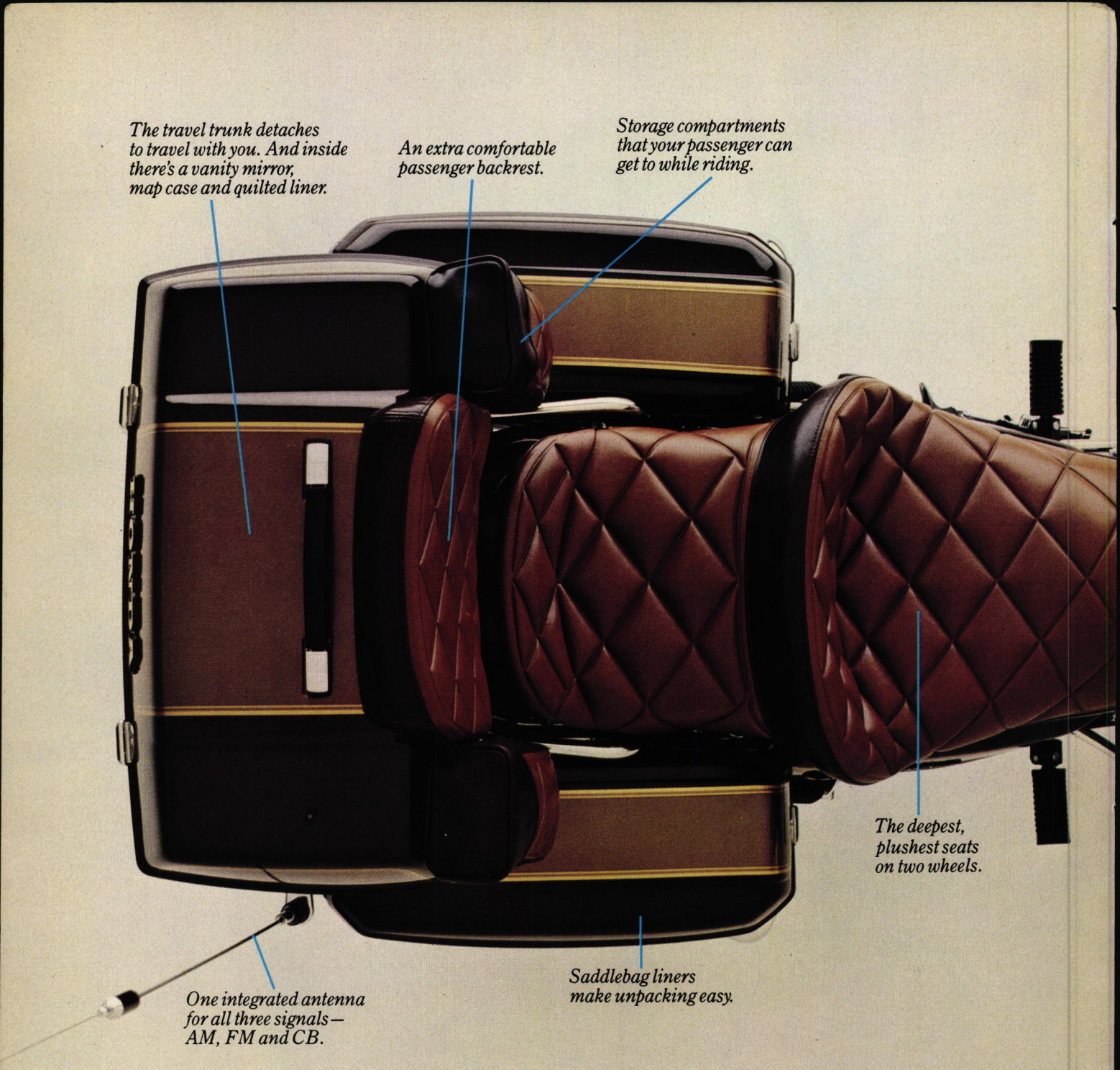
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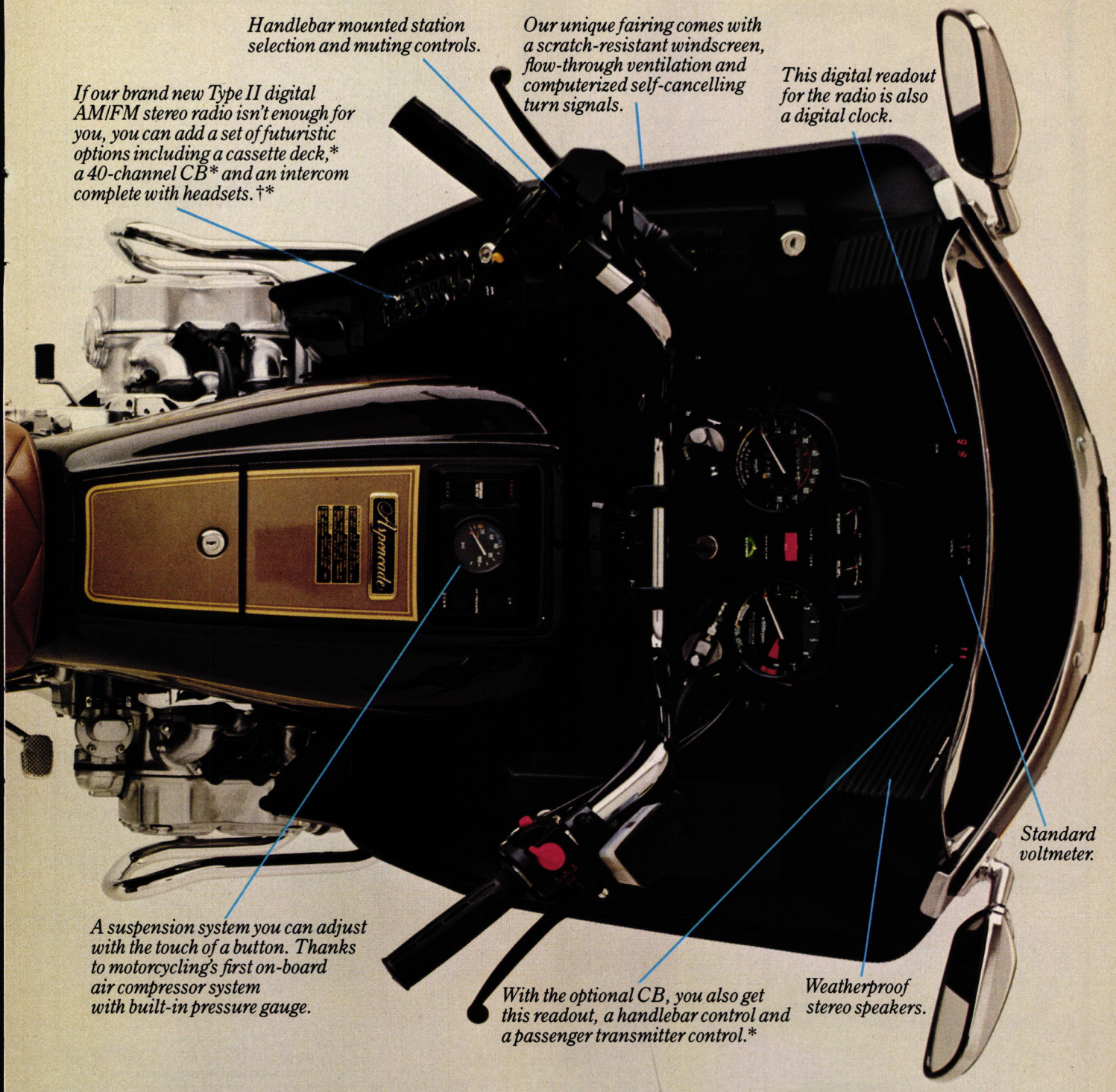
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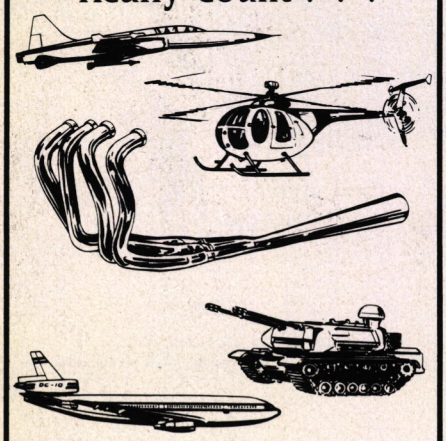

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